



DRAFT ENVIRONMENTAL ASSESSMENT BOSSIER PARISH NORTH-SOUTH CORRIDOR

July 2008

State Project No. 700-08-0129
Federal Aid Project No. DE-0806(504)
Bossier Parish, Louisiana



LEAD AGENCIES

Federal Highway Administration
Louisiana Department of Transportation and Development

COOPERATING AGENCIES

U.S. Army Corps of Engineers

ENVIRONMENTAL DETERMINATION CHECKLIST

State Project No. 700-08-0129

Federal Aid No. DE-0806 (504)

Name: Bossier Parish North-South Corridor

Route: New Roadway from I-220 along Swan Lake Road north to Parks/Crouch Road

Parish: Bossier

1. General Information

Status: ☐ Conceptual Layout ☐ Plan-in-Hand
 ☒ Line and Grade ☐ Preliminary Plans
 ☐ Survey ☐ Final Design

2. Class of Action

☐ Environmental Impact Statement (E.I.S.)
☒ Environmental Assessment (E.A.)
☐ Categorical Exclusion (C.E.)
☐ Programmatic C.E. (as defined in letter of agreement dated 03/15/95,
 does not require FHWA approval)

3. Project Description (use attachment if necessary)

See Sections 1.0 and 2.0

4. Public Involvement

☒ Views were solicited on December 2006.
 Responses are attached (See Appendix A).
☐ No adverse comments were received.
☐ Comments are addressed in attachment.
☐ A public hearing (P/H)/Opportunity is not required.
☐ An opportunity for requesting a P/H will be afforded upon your concurrence.
☐ Opportunity was afforded, with no requests for P/H.
☒ A Public Hearing will be scheduled.
☒ A Public Meeting was held on January 14, 2007 and July 24, 2007.

5. Real Estate (If yes, use attachment)

	NO	YES
a. Will additional right-of-way be required?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Will any relocations be required?..... (Attach conceptual stage relocation plan if yes)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Are construction or drainage servitudes required?.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. Cultural and 106 Impacts (If yes, use attachment)

	NO	YES
a. Section 4(f) or 6(f) lands		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
b. Known Historic sites/structures		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
c. Known Archaeological sites		
Are any impacted by the project? (If so, list site # below).....	()	(X)
Are any adjacent to the project? (If so, list site # below).....	()	(X)
d. Cemeteries		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	()	(X)
e. Historic Bridges	(X)	()

7. Wetlands (Attach wetlands finding, if applicable)

	NO	YES
a. Are wetlands being affected?.....	()	(X)
b. Are other waters of the U.S. being affected?.....	()	(X)
c. Can C.O.E. Nationwide Permit be used?.....	(X)	()

8. Natural Environment (use attachment if necessary)

	NO	YES
a. Endangered/Threatened Species/Habitat.....	(X)	()
b. Within 100 Year Floodplain?.....	()	(X)
Is project a significant encroachment in Floodplain?.....	()	(X)
c. In Coastal Zone Management Area?.....	(X)	()
Is the project consistent with the Coastal Management Program?.....	()	()
d. Coastal Barrier Island (Grand Isle only).....	(X)	()
e. Farmlands (use form AD 1006 if necessary).....	()	(X)
f. Is project on Sole Source Aquifer?.....	(X)	()
Is coordination with EPA necessary?.....	()	()
g. Natural & Scenic Stream Permit required.....	(X)	()
h. Is project impacting a waterway?.....	()	(X)
Has navigability determination been made?.....	()	(X)
Will a US Coast Guard permit or amended permit be required?.....	(X)	()

9. Physical Impacts (use attachment if necessary)

	NO	YES
a. Is a noise analysis warranted (Type I project).....	()	(X)
Are there noise impacts based on violation of the (NAC)?.....	()	(X)
Are there noise impacts based on the 10 dBA increase?.....	()	(X)
Are noise abatement measures reasonable and feasible?.....	()	(X)
b. Is an air quality study warranted?.....	(X)	()
Do project level air quality levels exceed the NAAQS for CO?.....	(X)	()
c. Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O ₃), Nitrogen dioxide (NO ₂), or Particulates (PM-10)?	(X)	()
d. Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?.....	()	(X)
e. Are construction air, noise, & water impacts major?.....	(X)	()
f. Are there any known waste sites or U.S.T.s?.....	(X)	()
Will these sites require further investigation prior to purchase?	(X)	()

10. Social Impacts (use attachment if necessary)

	NO	YES
a. Land use changes.....	()	(X)
b. Churches and Schools		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	()	(X)
c. Title VI Considerations.....	(X)	()
d. Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?	(X)	()
e. Hospitals, medical facilities, fire police		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
f. Transportation pattern changes.....	()	(X)
g. Community cohesion.....	()	(X)
h. Are short-term social/economic impacts due to construction considered major?.....	(X)	()
i. Do conditions warrant special construction times (i.e., school in session, congestion, tourist season, harvest)?.....	(X)	()
j. Were Context Sensitive Solutions considered? (If so explain below).....	()	(X)
k. Will the roadway/bridge be closed? (If yes, answer questions below).....	()	(X)
Will a detour bridge be provided?.....	()	(X)
Will a detour route be signed?.....	()	(X)

11. Other (Use this space to explain or expand answers to questions above.)

N/A

Preparer: C.H. Fenstermaker & Associates, Inc.
Date: March 6, 2008

Attachments

- (X) S.O.V. and Responses (Appendix A)
- (X) Wetlands Finding (Supplement Report)
- (X) Project Description Sheet (See Sections 1.0 and 2.0)
- () Conceptual Stage Relocation Plan
- (X) Noise Analysis (See Section 4.3.11 and Supplement Report)
- (X) Air Analysis (See Section 4.3.11.1 and Supplement Report)
- (X) Exhibits and/or Maps
- () 4(f) Evaluation
- (X) Form AD 1006 (Farmlands) (NRCS-CPA-106) (Appendix C)
- () 106 Documentation
- (X) Other: Public Meeting Transcript (Appendix B)
- (X) Other: References (Appendix D)

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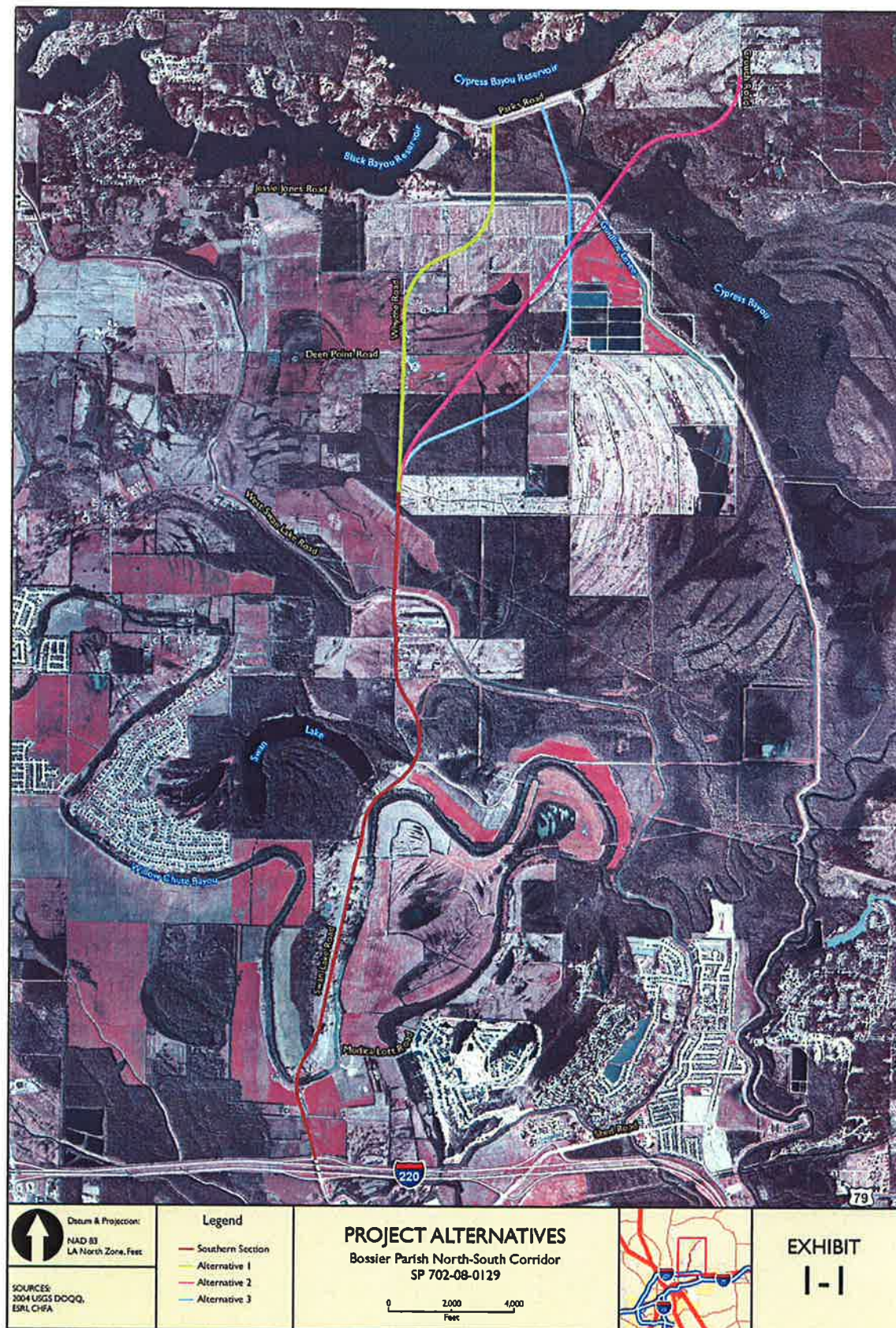
1.0 Description of the Proposed Action

1.1 Proposed Action

The Northwest Louisiana Council of Governments (NLCOG) and the Bossier Parish Police Jury (Bossier Parish) in cooperation with the Louisiana Department of Transportation and Development (LDOTD) and the Federal Highway Administration (FHWA) propose to provide a new north-south transportation facility through rural areas of Bossier Parish. This action will link the rapidly developing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

The proposed north-south transportation facility is part of the Northwest Louisiana Council of Government's (NLCOG) long range regional transportation plan as stated in the report entitled *Caddo-Bossier Transportation Plan Update 2001-2025*, dated July 2003 prepared for NLCOG and LDOTD. Within that plan update, this proposed action is identified as the "Crouch Road Extension" consisting of a new 2-lane roadway extension from Crouch Road south to Swan Lake Road. This long range project is part of the statewide fully funded plan, and is considered a future needs project. NLCOG does not typically include planning and environmental studies within their short range Transportation Improvement Program (TIP). This proposed action will be included as a project in the TIP upon completion of all planning and environmental phases and as the project moves into the advanced project development stages (i.e. engineering, right-of-way acquisition, utility relocation, and construction).

The improvements proposed for this project consist of two parts; Swan Lake Road improvements and new roadway construction across undeveloped land. The Swan Lake Road improvements portion consists of both an urban and rural segment. The urban segment consists of the widening of the existing two-lane roadway to a three-lane urban section beginning at Interstate 220 (I-220) utilizing most of the existing horizontal alignment in the initial phase. The three-lane section for the initial phase will begin at the intersection of Swan Lake Road and the northern I-220 ramp, and continue north for approximately 10,250-feet (1.94 miles). For more details of the alternatives, see sections 3.3 through 3.6 of this report. As funding becomes available in the future, initial construction of a three-lane facility will be widened to a multilane facility due to projected increases in commercial development along the I-220 corridor. The rural segment consists of a two-lane roadway beginning at the termini of the urban segment along Swan Lake, and proceeds north through predominately rural undeveloped areas to connect to either Parks Road adjacent to the Cypress Bayou Reservoir or Crouch Road approximately one half mile south of its intersection with Parks Road. Refer to Chapter 3 for more details. Three proposed build alternatives for the Proposed Action are shown on Exhibit 1-1.



1.2 Project Study Area

The Project Study Area, Exhibit 1-2, is located within the central portions of Bossier Parish. The Project Study Area is bounded on the north by Louisiana Highway 162, on the west by Louisiana Highway 3 (Benton Road), on the south by U.S. Highway 80, and on the east by a north-south line approximately one mile east of Crouch Road, a local parish road.

This area encompasses the logical termini and the area that may be generally affected by primary or secondary impacts of the Proposed Action. The northern logical terminus is located at the intersection of Louisiana Highway 162 and Crouch Road, and the southern logical terminus is located at the intersection of U.S. Highway 80 and Swan Lake Road (south of I-220).

Within the Project Study Area, a smaller area was identified as the Federal Action Area (Exhibit 1-2). The Federal Action Area is a north-south corridor extending northward from I-220 along Swan Lake Road for approximately 3.5 miles then turning northeasterly and terminating in the Parks Road–Crouch Road vicinity.

The Federal Action Area is located between two existing roadway corridors currently planned for improvements by other government agencies. To the south of the Federal Action Area, construction improvements to Swan Lake Road from I-220 south to U.S. Highway 80 are currently being implemented by the City of Bossier, Louisiana. That project is included in Bossier City's 2007 short-term TIP plan, and is fully funded separately with local funds. To the north of the Federal Action Area, Crouch Road improvements from Parks Road to Louisiana Highway 162 are currently planned by the Bossier Parish Police Jury.

A general assessment of environmental impacts, using the National Environmental Policy Act (NEPA) guidelines, has been performed within the Project Study Area to identify secondary impacts associated with the construction of a north-south roadway within the Federal Action Area. A full NEPA assessment of environmental impacts was performed within the Federal Action Area to determine reasonable and feasible alternatives for the proposed project, and to assess impacts to the natural and human environment along with associated mitigation measures.

1.3 Logical Termini

According to FHWA guidelines, logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The environmental impact review frequently covers a broader geographic area than the strict limits of the transportation improvements. The most common termini are points of major traffic generation, especially intersecting roadways. Choosing a corridor of sufficient length to look at all

impacts need not preclude staged construction. Therefore, related improvements within a transportation facility should be evaluated as one project, rather than selecting termini based on what is programmed as short range improvements. Construction may then be "staged," or programmed for shorter sections or discrete construction elements as funding permits.

The City of Bossier's current construction improvements to Swan Lake Road from I-220 south to U.S. Highway 80 and Bossier Parish's proposed improvements to Crouch Road from Parks Road north to Louisiana Highway 162 along with the Proposed Action will provide an additional North-South Corridor roadway that will span from U.S. Highway 80 in the south (Logical Terminus No. 1) to Louisiana Highway 162 in the north (Logical Terminus No.2). See Exhibit 1-2 for location of project termini.

In summary, the two proposed logical termini shown in the Exhibit 1-2 were a direct result of discussions held amongst the project sponsors. The Proposed Action, along with the Parish's roadway improvements to the north and the City's roadway improvements to the south, comprise a new north-south roadway that connects the logical termini and are wholly contained within the Project Study Area. The Proposed Action is but one stage in this north-south facility. Environmental issues relating to the Proposed Action and the other two construction projects have been treated with a broad scope and evaluated as one project to ensure that the Proposed Action functions properly without requiring additional improvements elsewhere, thereby not restricting consideration of alternatives for other reasonably foreseeable transportation improvements.

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2.0 Purpose and Need for Action

Bossier Parish is located in Northwest Louisiana, bordering the State of Arkansas, and is within 20 miles of the State of Texas. Bossier Parish contains 839 square miles, and as of the 2000 U.S. Census, has 98,310 residents with 56,461 of its citizens living within the city limits of Bossier City. Bossier City and Bossier Parish have gained in population in recent decades, and both the City and the Parish are growing at a faster pace than statewide rates for Louisiana.

2.1 Purpose

The purpose of this project is to increase vehicular mobility and safety by offering an additional north-south roadway with Bossier Parish that will alleviate congestion, reduce travel delay along other existing north-south roadway facilities (i.e., Louisiana Highway 3 & Louisiana Highway 3105), and shorten the emergency response times within central areas of the parish.

2.2 Need

Over the past several years, the most significant residential development in the parish has occurred beyond the city limits of Bossier City. Growth within the areas north of Bossier City is projected to be approximately 13% in each of the next two decades. According to officials of Bossier Parish, existing subdivisions along with several planned large scale subdivisions will continue to hinder the efficiency of the existing parish transportation infrastructure. Planning in advance for thoroughfare development is important to:

- meet future travel demands as both the City and Parish continue to develop,
- ensure safe and efficient movement of people and goods throughout this area,
- improve the economic condition of the Project Study Area by increased accessibility to developable lands, and
- improve area-wide mobility and safety.

The population within the Project Study Area is expected to increase from 10,600 people in the year 2007 to 19,500 by the year 2030. In addition, average daily traffic on Swan Lake Road is expected to increase from approximately 4,800 vehicles per day in the year 2007 to 13,000 near I-220 in the year 2030. Due to residential and population growth, the Bossier Parish School Board plans to develop two new public schools within the Project Study Area thereby placing additional demands on the existing transportation infrastructure.

In the year 2003, Wilbur Smith Associates produced a study for a comprehensive Bossier Parish land use and development master plan. The purpose of their study was to develop a strong vision for both the City and Parish, and to provide policy guidance. The study provided specific action strategies to effectively manage future growth, development, and to provide for adequate public facilities and services. As a result of this study, several

transportation facilities were identified to plan for future anticipated growth of both Bossier City and Bossier Parish. One of the facilities identified in this study was an additional north-south roadway that would link the rapidly growing areas of Bossier Parish to the employment centers of Shreveport and Bossier City. The Proposed Action will fulfill that need.

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3.0 ALTERNATIVES

3.1 General

In accordance with NEPA and FHWA regulations and guidance, project planners and design engineers have developed and evaluated a full range of reasonable alternatives for meeting the purpose and need of the proposed Bossier Parish North-South Corridor Project. The alternatives evaluated include a common southern section and three (3) northern roadway alternatives along with the “no build” alternative.

A *Line and Grade Study* was prepared in 2007 as a technical supplement to this Environmental Assessment (EA). The NEPA process requires the study and development of alternatives to the Proposed Action be evaluated to determine whether there are “no build” options that would achieve the identified purpose and need. Environmental impacts across the different build and “no build” alternatives were evaluated to arrive at a preferred alternative.

The purpose and need for the project has been previously identified as providing for an additional north-south roadway facility to alleviate traffic congestion thereby reducing travel delays along other existing north-south roadway facilities (i.e., LA 3, LA 3105), and to shorten emergency response time for the central rural areas of Bossier Parish.

The development and examination of project build alternatives was undertaken as part of an iterative process which would:

- develop preliminary engineering concepts that would fulfill the project purpose and need;
- develop preliminary engineering line and grade alignments that meet project constraints and appropriate design criteria; and
- develop final line and grade alternatives that will take into account environmental constraints and public comment.

All project design criteria are outlined in the *Line and Grade Study*.

Within the federal action area, the common southern roadway route consists of improving and straightening Swan Lake Road from Interstate 220 (I-220) to approximately 2,000 feet north of the point at which Swan Lake Road turns westward towards Airline Highway. For reference, this segment is identified throughout this EA document and in the *Line and Grade Study* as the “Southern Section”. In the northern portion of the federal action area, three different routes were identified and studied (Alternative 1, Alternative 2, and Alternative 3). Each of the three northern roadway alignment alternatives proceeds in a northerly direction along different routes starting at the termination of the Southern Section of the corridor [Exhibit 3-1].

On January 18, 2007, a public meeting was held in Bossier Parish for the purpose of presenting the Swan Lake Road improvements along with two (2) conceptual northern corridor alternatives developed by Bossier Parish prior to this study. During this meeting, several comments from the public were offered for modifying these alignments to minimize impacts to an existing privately owned airport, and to attempt to follow existing township and range section lines where possible. Based on these public comments, a third alternative was developed utilizing Wyche Road, an existing parish road.

Additional factors that influenced the development of the proposed build alternatives included:

- the existing I-220 Interchange with Swan Lake Road;
- Lakewood Subdivision being located west of existing Swan Lake Road;
- Tiburon Subdivision being located east of existing Swan Lake Road;
- residential homes being located along existing segments of Swan Lake Road;
- Swan Lake;
- the existing Flat River Bridge;
- public comments; and
- prime farmlands.

A second public meeting was held on July 24, 2007 at the Bossier Parish Court House to present further refinements to the Southern Section and the three northern alternatives. These build alternatives took into account previous public comments along with additional data collected through project research and field observations. The build alternatives were generated through combinations of the following:

- public involvement;
- concepts produced by officials of Bossier Parish;
- Bossier Comprehensive Land Use and Development Master Plan;
- Caddo-Bossier Metropolitan Transportation Plan Update published by the Northwest Louisiana Council of Governments (NLCOG) and the Louisiana Department of Transportation and Development (LDOTD) 2003; and
- *Line and Grade Study* for this project;

3.2 Field Inventory

A field analysis of the project site was conducted to obtain an overall understanding of the transportation system of the surrounding area and to obtain an inventory of the physical and operational features (i.e. bridges, cemeteries, large scale subdivisions, sharp roadway curves, etc.) of the existing section of Swan Lake Road. An additional location analysis was performed for both Parks and Crouch Roads in the general vicinity of the intersections of these two roads with the proposed project alternatives.

3.3 Southern Section

The Southern Section consists of an upgrade of existing Swan Lake Road beginning at the northern ramp of I-220 to the point approximately 2,000 feet north of where Swan Lake Road turns westward towards Airline Drive. The upgrade to Swan Lake Road includes straightening substandard horizontal curves, increasing the right-of-way as required by the new roadway classifications, modifying the existing typical section, adding turn lanes, and installing pedestrian sidewalks. The Southern Section continues in a northerly direction for approximately 2,000 feet from the point where Swan Lake Road turns westward. This segment will consist of a new two lane bi-directional asphaltic roadway with open drainage ditches on both sides. For further details into the development of the project features for the Southern Section, refer to the *Line and Grade Study*.

After analyzing both Bossier Parish and Bossier City's growth patterns and talking with local developers, it is anticipated that the beginning portion of the Southern Section near the I-220 ramp will be highly urbanized and developed as both commercial and residential properties in the future. This assumption is further supported by the traffic projections for this project. Table 3-1 presents a summary of both existing and future projected traffic volumes in the year 2030.

Table 3-1. Southern Section Traffic Projections

	Existing (ADT*)	Year 2030 (ADT*)
Swan Lake Road Near I-220	4,806	8,448
Swan Lake Road at Modica Lott Road	4,279	6,561

* ADT- Average Daily Traffic, measured in vehicles per day

As a result of the large difference between the existing and design year traffic projections, a phased build out of this urban portion of the Southern Section is recommended. The initial urban segment will provide for a three lane curb and gutter roadway containing two 12-foot bi-directional concrete travel lanes with a 14-foot wide center continuous turn lane. A typical section of the initial urban segment ("initial build out") is shown in Figure 3-1. The future phase of the urban segment is proposed to be a divided four lane curb and gutter roadway containing two 12-foot concrete travel lanes in each direction with an eight foot raised inside median. A typical section of the future portion of the urban segment ("future build out") is shown in Figure 3-2.

The urban segment of the Southern Section will commence at the intersection of Swan Lake Road and the northern I-220 ramp and continue north for approximately 10,250-feet (1.94 miles) to a point referenced in the *Line and Grade Study* as Station 109+00. This location for the end of the urban segment was chosen to match the approximate location of a future East-West corridor that is currently being studied by NLCOG and Bossier

Parish. The urban segment will require a minimum of 90 feet of right of way (ROW) in lieu of the existing 50-foot average ROW currently along Swan Lake Road.

The remainder of the Southern Section is classified as a rural collector roadway beginning at the end of the urban segment (Station 109+00), and ending approximately 2,000 feet north of the point at which Swan Lake Road turns westward. A typical section for the rural roadway segments of the project is shown in Figure 3-3. This section will consist of a two lane bi-directional asphaltic roadway with 12-foot travel lanes and eight foot wide paved shoulders, and will include open drainage ditches on both sides of the roadway.

Several factors contributed to the realignment and typical sections for the Southern Section. A new public elementary school, W. T. Lewis Elementary, is currently under construction with direct access to Swan Lake Road, and is within walking distance of Tiburon Subdivision (a large scale residential subdivision). In addition, the “Bossier Land Use and Development Master Plan” highlighted the need for a bicycle route along Swan Lake Road. These two factors prompted the inclusion of sidewalks on both sides of the urban segment of the Southern Section.

The Southern Section has two existing bridges, one over Willow Chute Bayou and another over Flat River. The Willow Chute Bridge is presently a two span timber bridge structure. This bridge will need to be replaced with a slab span bridge with four 20-foot spans. The bridge location will need to shift east of the current timber bridge to improve a substandard horizontal curve. A benefit of this new location is that the proposed bridge can be constructed first and traffic shifted prior to removal of the old bridge. The Flat River Bridge is a 24-foot wide slab span bridge with five 20 foot spans. In 2006 this bridge was rebuilt as part of the Off-System Bridge Program. This bridge will need to be symmetrically widened eight feet on each side.

3.4 Alternative 1

Alternative 1 begins at the northern end of the Southern Section (referenced in the *Line and Grade Study* as Station 222+00) and continues north following along an existing section line (Section 24, T19N-R13W) to its intersection with Deen Point Road. North of Deen Point Road, Alternative 1 continues to follow Wyche Road for approximately 1,800 feet, and then turns eastward for approximately 2,800 feet missing Black Bayou Lake and its basin. Alternative 1 then travels northward to connect to Parks Road at a point as far westward as can be reasonably located before encountering sight distance design criteria problems along Parks Road. The end of Alternative 1 at Parks Road is located approximately 2,900 feet west of the Cypress Bayou Dam structure.

Alternative 1 is classified as a rural collector roadway throughout its length. A typical section for rural roadways is shown in Figure 3-3. The roadway will consist of a two lane bi-directional asphaltic roadway with 12-foot travel lanes and eight foot wide paved shoulders with open drainage ditches on both sides of the roadway.



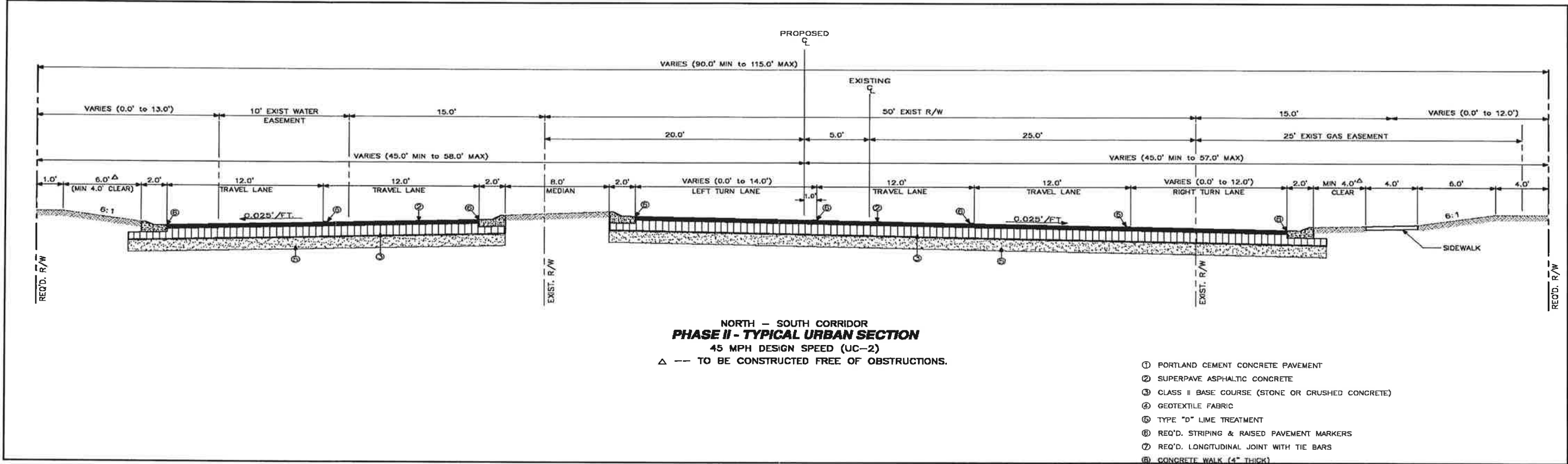


Figure 3-2: Typical Urban Roadway Section, Full Build Out

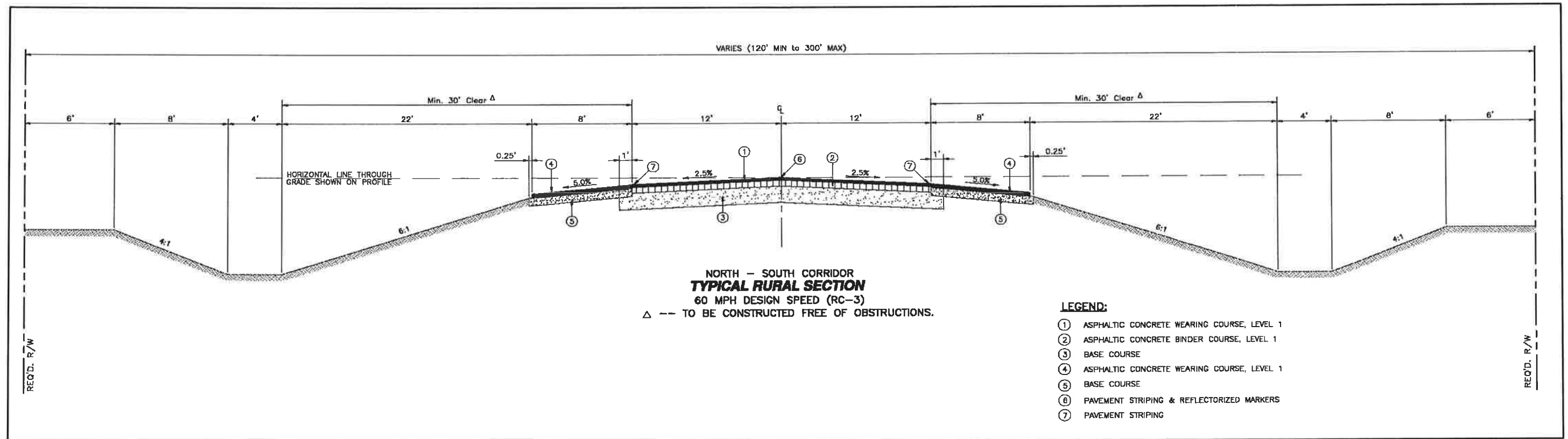
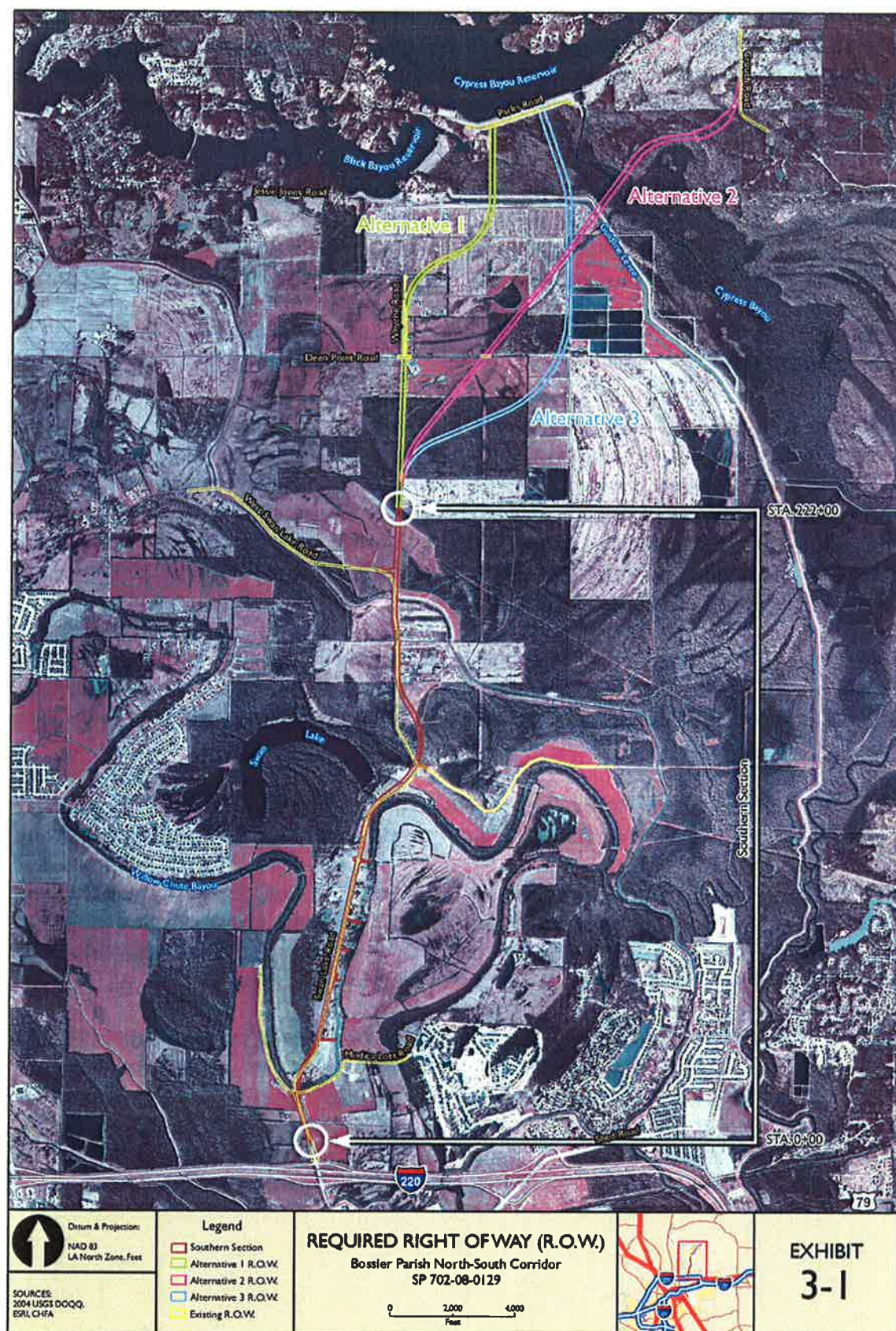


Figure 3-3: Typical Rural Roadway Section

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A 120-foot minimum ROW will be required along Alternatives 1, 2, and 3. Exhibit 3-1 illustrates areas requiring new or additional ROW for all the build alternatives. Dedicated left turn lanes will be provided at strategic locations to provide for future side street tie-ins (Refer to the *Line and Grade Study* for further details). The bridge structure over the Black Bayou drainage basin will consist of a 40-foot wide slab span bridge with five 20-foot spans.

Factors that contributed to alignment locations of portions of Alternative 1 included minimizing earthen fill material as a result of existing ground elevations being lower than the 50-year design water surface elevation causing frequent flooding of the roadway, minimizing impacts to the environment, and minimizing impacts to existing residential structures.

3.5 Alternative 2

Alternative 2 begins at the northern end of the Southern Section (Station 222+00) and proceeds in a northeasterly direction before tying into Crouch Road. The alignment parallels a large drainage feature from its intersection with Deen Point Road to the Cypress Bayou Guideline Levee. After crossing over the existing levee, a new 40-foot wide slab span bridge with ten 20-foot spans will be required over the Cypress Bayou drainage basin. From the bridge, the alignment transitions into a large reverse curve to tie in at the end of the paved section of Crouch Road.

Alternative 2 is classified as a rural collector throughout its length. It will consist of a two lane bi-directional asphaltic roadway consisting of 12-foot travel lanes with eight foot wide paved shoulders and open drainage ditches on both sides of the roadway (See Figure 3-3).

Factors that influenced the development of Alternative 2 were a result of providing a more direct and efficient transportation route from the areas near I-220 to areas north of Cypress Lake near LA 162, minimizing necessary cut and fill earthwork volumes, and public opinion. This alternative provides for the most direct transportation route that will efficiently link the growing needs of the parish. It will not transfer future projected traffic to other roadway facilities that are currently considered to be congested by both the commuting public and parish officials as will Alternatives 1 and 3.

Alternative 2 has large differences in the finished roadway elevation from Alternatives 1 and 3. Alternative 2 must maintain the 50-year water surface design elevation standard, and will require significant amounts of earthen fill material up to Cypress Bayou. After traversing past Cypress Bayou, ground elevations rise to more than 30 feet above the 50-year water surface design elevation. As a result, the quantity of fill material throughout the limits of Alternative 2 is less than that required in Alternatives 1 and 3.

3.6 Alternative 3

Alternative 3 begins at the northern end of the Southern Section (Station 222+00) and transitions into a curve to the right traveling in a northeasterly direction. Near Deen Point Road, the alignment turns north along an existing section line (Section 13, Township 19 North, and Range 13 West). After crossing over the Cypress Bayou Guideline Levee, the alignment curves to the northwest terminating at a 90-degree angle with Parks Road approximately 1,200-feet from the existing Cypress Bayou Dam structure.

Alternative 3 is classified as a rural collector throughout its length. It will consist of a two lane bi-directional asphaltic roadway consisting of 12-foot travel lanes with eight foot wide paved shoulders and open drainage ditches on both sides of the roadway (See Figure 3-3).

Alternative 3 will require a new bridge structure over the Black Bayou drainage basin. This bridge structure will be a 40-foot wide slab span bridge with five 20-foot spans.

3.7 No Build Alternative

NEPA requires that the consequences of taking no action be given consideration in an Environmental Assessment for a proposed federal action. The “no build” Alternative provides a baseline condition for comparing the impacts of the study alternatives, and is the projected future condition that would exist if the proposed project were not constructed. Under the “no build” Alternative, future projected traffic volumes are expected to increase causing a lower level of service for the current transportation infrastructure throughout central portions of Bossier Parish. The “no build” Alternative would contribute to both transportation route discontinuity in central portions of the parish particularly in areas south of Cypress Lake to areas north of Swan Lake.

The traffic study performed for this EA suggests that the “no build” Alternative will yield a substantial increase in Average Daily Traffic (ADT) near and around the project area to include surrounding roads such as Swan Lake Road, Airline Highway, Linton Road, Parks Road, the I-220 west and eastbound ramps, and Crouch Road. Refer to Table 3-2 for ADT projections.

Table 3-2. Average Daily Traffic Projections (No Build)

	Existing Year 2007	Year 2015	Year 2030
Swan Lake Road (From I-220 to Modica Lott Road)	4,806	5,922	8,448
Swan Lake Road (North of Modica Lott Road)	1,012	1,691	2,307
Airline Drive/Highway	10,890	18,372	22,300
Linton Road	3,255	4,131	5,078
Parks Road	1,822	3,459	2,920
I-220 West Bound On Ramp	2,986	4,220	5,111
I-220 East Bound On Ramp	1,309	1,743	2,359
Crouch Road	1,145	1,031	2,699

* ADT- Average Daily Traffic, measured in vehicles per day

Quantitative values for the design year “no build” Alternative validating substantial increases in ADT can be found in a supplemental to this EA entitled *Traffic Study Final Draft*, dated January 2008 (Section IV, entitled “Analysis”, Table 2). These projected values suggest the ADT near and around the project area sometimes double in average daily traffic volumes with the “no build” Alternative in the year 2030. These magnitudes of ADT suggest a substantial increase in traffic congestion in the year 2030.

A result of a “no build” Alternative will be the continued use of existing roadways by local commuters to travel from regions north of Cypress Lake to areas near or around the urbanized areas of Bossier City. This continued use will cause these roadways to become more congested in the future with no reductions in travel time, thereby causing impacts to emergency response times, transporting of commodities, means of egress and ingress into the central portions of Bossier Parish, and a continued stress to the transportation infrastructure of the rural areas of Bossier Parish.

As a result of anticipated congestion problems to the surrounding transportation infrastructure, the “no build” Alternative is inconsistent with the transportation goals outlined in the Purpose and Need, the “Bossier Comprehensive Land Use and Development Master Plan”, the wishes of officials with NLCOG and Bossier Parish, and residents who live and commute in Bossier Parish. Although the “no build” Alternative would avoid impacts associated with constructing a new roadway or improving an existing roadway, it would not address the current or projected north-south transportation challenges within the study area.

3.8 Travel Time Comparisons

In an effort to assess the ability for each of the build alternatives to reduce travel delays and time within the project study area, a travel time analysis was performed. The route between the northern terminus of the project study area and the southern termini was broken into four segments to compute travel time: the first segment (Segment No. 1) from the northern termini to the intersection of Parks and Crouch Roads; Segment No. 2 from the intersection of Parks and Crouch Roads to station 222+00 (end of Southern Section); Segment No. 3 south from station 222+00 to the intersection of I-220 and Swan Lake Road; and Segment No. 4 from the I-220-Swan Lake Road intersection to the southern termini of the project.

Segments No. 1 and 4 currently do not have construction improvements as part of this study, therefore, the travel time for those two segments was computed by driving these segments multiple times utilizing normal driving habits and taking average travel times. Segments No. 2 and 3 were computed mathematically using the distance and speed of 45 miles per hour in the urban section of the project and 55 miles per hour in the rural section. The results of the travel time data collected are shown below in Table 3-3.

Each of the proposed build alternatives provides an average reduction in travel time from the northern termini to the southern termini of approximately 8.5 minutes as compared to the “no build” Alternative.

Table 3-3. Estimated Travel Times

	Segment No. 1 (Minutes)	Segment No. 2 (Minutes)	Segment No. 3 (Minutes)	Segment No. 4 (Minutes)	Total Travel Time (Minutes)
Alternative No. 1	5.0	5.5	5.0	4.0	19.5
Alternative No.2	5.0	4.0	5.0	4.0	18.0
Alternative No.3	5.0	6.0	5.0	4.0	20.0
“No Build”					28.0

* 45 seconds were added to Alternatives No. 2 and 3 to account for decelerating, stopping, turning, and accelerating at two intersections.

3.9 Project Costs

Project costs have been developed for each of the project alternatives for comparative analysis as shown in Table 3-4 and Table 3-5. Table 3-4 depicts projected costs for an initial build out of the urban segment in the Southern Section. Table 3-5 depicts projected costs of a full build out of the urban segment in the Southern Section. Costs include estimated construction costs based on current year unit prices (2007) for major pay items, right-of-way acquisition and relocations, engineering design and surveying fees, mitigation costs, construction testing and inspection, and 20% contingencies to account for minor construction pay items and escalating construction prices.

3.10 Comparison Summary

A comparison of the estimated construction costs for the three build alternatives is shown in Table 3-6 for the purpose of comparing overall project lengths, amounts of earthen borrow/fill material, and total projected project costs for both the initial build out and full build out.

In summary, Alternative 3 is more expensive than the other two alternatives as a result of larger amounts of earthen borrow material required to raise the proposed roadway elevation above the 50-year design water surface elevation particularly in areas north and south of the Cypress Guideline Levee. Alternative 3 will also require more travel time to traverse from LA 162 to U.S. Hwy. 80 than the other two alternatives. Alternative 1 is the least expensive alternative. However, Alternative 1 includes the greatest direct and indirect impacts to residential structures. Alternative 2 is only marginally more expensive than Alternative 1, and requires the least amount of travel time from LA 162 to U.S. Hwy. 80. Alternative 2 will serve as the more efficient and cost effective transportation route to provide for a new north/south transportation corridor. Further comparison of the build and “no build” alternatives with respect to environmental impacts may be found in Chapter 4 along with a preferred alternative recommendation found in Section 4.6.2.

Table 3-4. Estimated Alternative Costs, Initial Build Out

	Alternative 1	Alternative 2	Alternative 3
	Initial Build Out	Initial Build Out	Initial Build Out
With Out Contingencies			
Southern Section	\$ 8,150,733.00	\$ 8,150,733.00	\$ 8,150,733.00
Northern Section	\$ 5,842,594.00	\$ 6,162,384.25	\$ 6,836,864.00
SUBTOTAL #1	\$ 13,993,327.00	\$ 14,313,117.25	\$ 14,987,597.00
With Contingencies*			
Southern Section	\$ 9,373,342.95	\$ 9,373,342.95	\$ 9,373,342.95
Northern Section	\$ 6,718,983.10	\$ 7,086,741.89	\$ 7,862,393.60
SUBTOTAL #2	\$ 16,092,326.05	\$ 16,460,084.84	\$ 17,235,736.55
Right Of Way Acquisition			
Southern Section	\$ 763,023.00	\$ 763,023.00	\$ 763,023.00
Northern Section	\$ 824,150.00	\$ 451,398.00	\$ 435,705.00
SUBTOTAL #3	\$ 1,587,173.00	\$ 1,214,421.00	\$ 1,198,728.00
Engineering Services & Testing			
Southern Section	\$ 937,334.30	\$ 937,334.30	\$ 937,334.30
Northern Section	\$ 671,898.31	\$ 708,674.19	\$ 786,239.36
SUBTOTAL #4	\$ 1,609,232.61	\$ 1,646,008.48	\$ 1,723,573.66
TOTAL ESTIMATE FOR INITIAL BUILD OUT**	\$ 19,288,731.66	\$ 19,320,514.32	\$ 20,158,038.21

* 20% increase in estimate added as contingencies to account for minor items and potential price increases

** Cost estimate based on current year (2007) values. Cost estimate includes utility relocations and construction testing services. Environmental mitigation costs are not included.

Table 3-5. Estimated Alternative Costs, Full Build Out

	Alternative 1	Alternative 2	Alternative 3
	Full Build Out	Full Build Out	Full Build Out
With Out Contingencies			
Southern Section	\$ 11,052,317.00	\$ 11,052,317.00	\$ 11,052,317.00
Northern Section	\$ 5,842,594.00	\$ 6,162,384.25	\$ 6,836,864.00
SUBTOTAL #1	\$ 16,894,911.00	\$ 17,214,701.25	\$ 17,889,181.00
With Contingencies*			
Southern Section	\$ 12,710,164.55	\$ 12,710,164.55	\$ 12,710,164.55
Northern Section	\$ 6,718,983.10	\$ 7,086,741.89	\$ 7,862,393.60
SUBTOTAL #2	\$ 19,429,147.65	\$ 19,796,906.44	\$ 20,572,558.15
Right Of Way Acquisition			
Southern Section	\$ 763,023.00	\$ 763,023.00	\$ 763,023.00
Northern Section	\$ 824,150.00	\$ 451,398.00	\$ 435,705.00
SUBTOTAL #3	\$ 1,587,173.00	\$ 1,214,421.00	\$ 1,198,728.00
Engineering Services & Testing			
Southern Section	\$ 1,271,016.46	\$ 1,271,016.46	\$ 1,271,016.46
Northern Section	\$ 671,898.31	\$ 708,674.19	\$ 786,239.36
SUBTOTAL #4	\$ 1,942,914.77	\$ 1,979,690.64	\$ 2,057,255.82
TOTAL ESTIMATE FOR FULL BUILD**	\$ 22,959,235.42	\$ 22,991,018.08	\$ 23,828,541.97

* 20% increase in estimate added as contingencies to account for minor items and potential price increases

** Cost estimate based on current year (2007) values. Cost estimate includes utility relocations and construction testing services. Environmental mitigation costs are not included.

Table 3-6. Alternative Comparisons

	Project Length in Feet (Miles)	Earthen Borrow Material (cubic yards)	Total Project Cost* (Initial Build Out)	Total Project Cost* (Full Build Out)
"No Build"	0 (0.00)	0	0	0
Alternative No. 1	35,686 (6.76)	133,500	\$19,288,700	\$22,959,200
Alternative No. 2	40,500 (7.67)	83,100	\$19,320,500	\$22,991,000
Alternative No. 3	37,896 (7.12)	256,900	\$20,158,000	\$23,828,500

* Costs are inclusive of an increase of 20% for contingencies

3.11 Traffic Study Recommendations

During the process of generating the traffic study, several intersection and traffic control improvements presented themselves. As a result of these situations, several recommendations should be considered as this project moves forward. Further details of the traffic analysis can be found in a supplemental to this EA entitled *Traffic Study Final Draft*, dated January 2008. A summary of recommendations relative to improvements to traffic movement are included in Table 3-7

Table 3-7. Additional Traffic Study Recommendations

Location	Recommendation
I-220 East Bound Off Ramp At Swan Lake Road	<ul style="list-style-type: none"> • Installation of traffic signal to accommodate future traffic demands • Left turn lane on the southbound approach of Swan Lake Road should have a 180' taper and 255' of full storage • Right turn lane on the eastbound approach of I-220 should have a 180' taper and 200' of full storage
I-220 West Bound Off Ramp At Swan Lake Road	<ul style="list-style-type: none"> • Installation of traffic signal to accommodate future traffic demands • left turn lane on the northbound approach of Swan Lake Road should have a 180' taper and 430' of full storage • Right turn lane on the westbound approach of I-220 should have a 180' taper and 200' of full storage
Swan Lake Road At Modica Lott Road	<ul style="list-style-type: none"> • Installation of traffic signal to accommodate future traffic demand
Swan Lake Road At North-South Corridor	<ul style="list-style-type: none"> • Construction of a left-turn lane on the northbound approach of North-South Corridor. This lane should be designed to accommodate a 180' taper and 205' of full storage
North-South Corridor At Parks Road (Alternatives 1 & 3)	<ul style="list-style-type: none"> • Intersection of new corridor at Parks Road should not require a signalized intersection
North-South Corridor At	<ul style="list-style-type: none"> • Intersection of new corridor at Crouch Road should not

Location	Recommendation
Crouch Road (Alternative 2)	require a signalized intersection
Crouch Road At Parks Road	<ul style="list-style-type: none">• Alternatives 1 and 3: Construction of a right-turn lane on the southbound approach of Crouch Road. This turn lane should be designed to accommodate a 180' taper and 175' of full storage• Alternative 2: No turn lanes are warranted
Crouch Road At LA Hwy. 162	<ul style="list-style-type: none">• Construction of a right-turn lane on the eastbound approach of LA Hwy. 162. This turn lane should be designed to accommodate a 180' taper and 200' of full storage

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4.0 Impacts

4.1 General

This section presents a description of the potential impacts from the proposed action alternatives, including the “no build” alternative, to relevant resources within the Project Study Area.

4.2 Impacts to the Human Environment

4.2.1 Land Use Impacts

Build Alternatives

Swan Lake Road from its intersection with I-220 northward is rural residential with housing along the roadway. There are several residential developments clustered north of the I-220 corridor in the Swan Lake Road area. Tiburon Subdivision is located on the east side of Swan Lake Road north of Modica Lott Road. Legacy Park is located on the north side of the east-west portion of Swan Lake Road of the east of Airline Drive. The Shire is located on the north side of Modica Lott Road, west of the north-south portion of Swan Lake Road. Several commercial businesses are located on the eastside of Swan Lake Road north of Cardnell Road. Construction of the southern segment of the build alternative will facilitate further residential and commercial development along the corridor.

The extension of Swan Lake Road north of its westerly turn towards Airline Drive (LA HWY 3105) will be constructed through agricultural land primarily used for cattle grazing or timber production. This land is currently inaccessible by road and unavailable for residential and/or commercial development. Once the Swan Lake Road extension has been completed, portions of this area will become available for residential/commercial development.

As is typical during most highway construction projects, the proposed construction project is expected to produce short-term adverse impacts during the construction phase. Due to construction activity, all persons who use the roadway during this period will most likely suffer temporary inconvenience.

No Build Alternative

The “no build” alternative would not result in an immediate change of current land use within the Project Study Area. However, based on current growth patterns seen in Bossier Parish, development in the Project Study Area is likely to occur. Development would occur at a less rapid rate and in a less well defined corridor. Temporary localized impacts from construction activities within the Project Study Area may be anticipated.

4.2.2 Residential, Business and Public Facility Relocations

Build Alternatives

No residential relocations will be required on Alternative 2, Alternative 3, or the Southern Section. Alternative 1 will cause the relocation of one (1) residential homestead (Exhibit 4-1). This relocation is not considered to be of low income or a minority. There is ample replacement housing available in the general area and a few houses in the immediate area. It is anticipated that those affected will likely relocate on their remaining property or in the general area of displacement. A recent survey of MLS zones Y and Z (Swan Lake area) in nearby Bossier City revealed seven (7) homes for sale in the \$ 70,00 to \$ 100,000 range; seven (7) homes for sale in the \$100,000 to \$200,000 range and sixteen (16) homes for sale in the \$200,000 to \$300,000 range. Vacant land along Swan Lake Road is also available for sale. Consultations with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$95 to \$125 per square foot range, depending on the amenities included in the house structure.

No businesses or public facilities are projected to be displaced. Since the proposed project consists of the widening of an existing roadway and the construction of new roadway through farm land, there will be minimal divisive or disruptive effects on existing neighborhoods.

Construction of the preferred alternative will not require relocation of residential, business, or public facilities.

No Build Alternative

The “no build” alternative will have no impacts to residential, business or public facilities within the Project Study Area. No homestead relocations would be required.

4.2.3 Economic Impacts

Build Alternatives

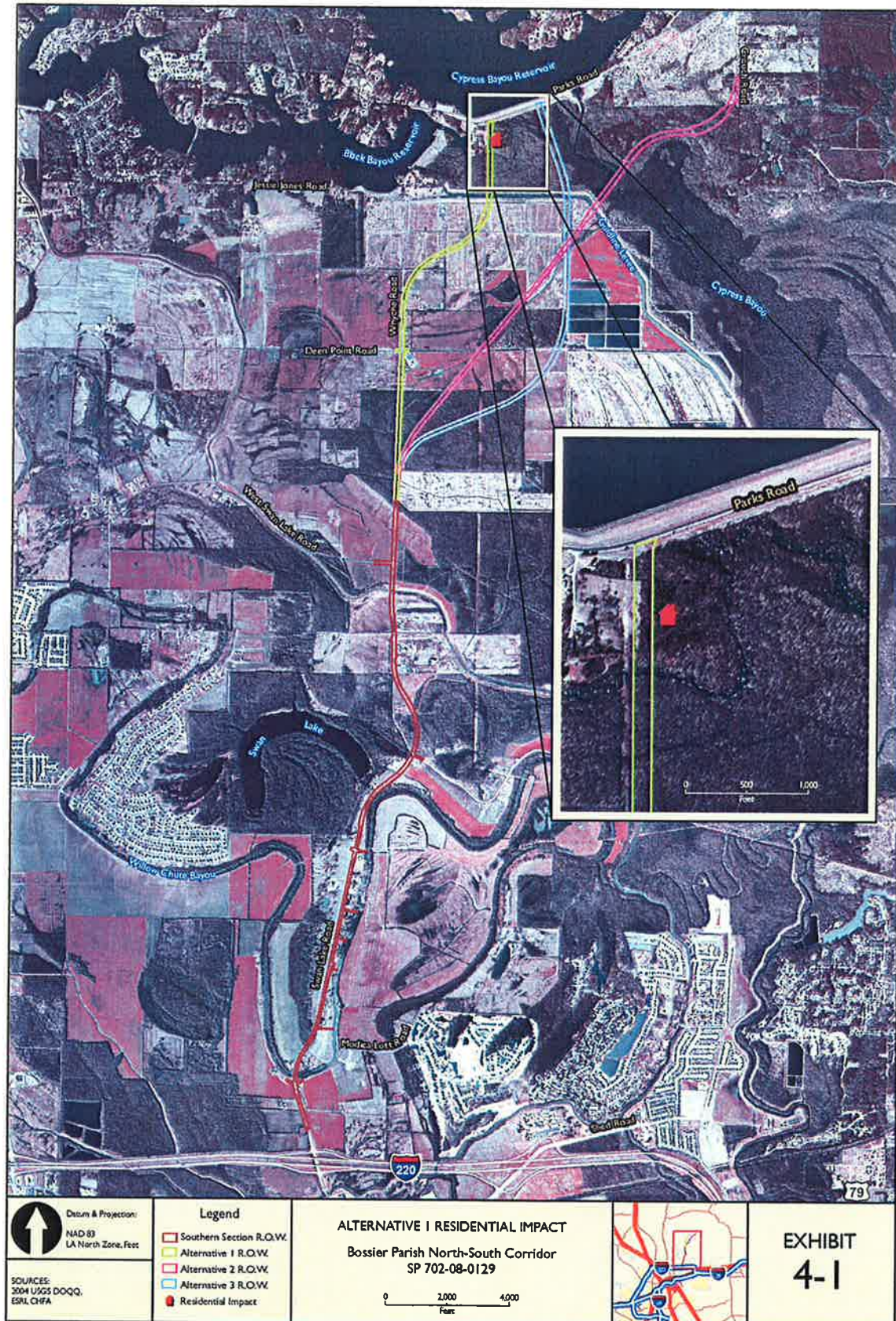
The increase in the number of residences for the geographical area impacted by the project is reflected in the traffic analysis data. Figure 4-1, shows a map of the traffic analysis zones (TAZ) in the Project Study Area.

The orange lines delineate the area being evaluated for the three build alternatives. Each traffic zone has an identification number. Each zone has been created to estimate the expected growth in the number of housing units for year 2015 and year 2030. The zones with bolded numbers represent the greatest estimated percent increase in 2015 and in 2030 as a result of constructing the preferred alternative. Numeric estimates of growth if any of the build alternatives are constructed are shown in Table 4-1.

Zones 187, 208, and 209 are the three zones that benefit the most from any the build alternatives.

The build alternatives will also impact property taxes and land values, particularly along open agricultural land. For property tax purposes, agricultural land is valued at between \$18 and \$34 per acre. Once development begins on land formerly in agriculture usage, property values for those converted lands will increase. Agricultural land sold to developers is presently valued at between \$3,000 and \$8,000 per acre depending on the size of the tract being sold.

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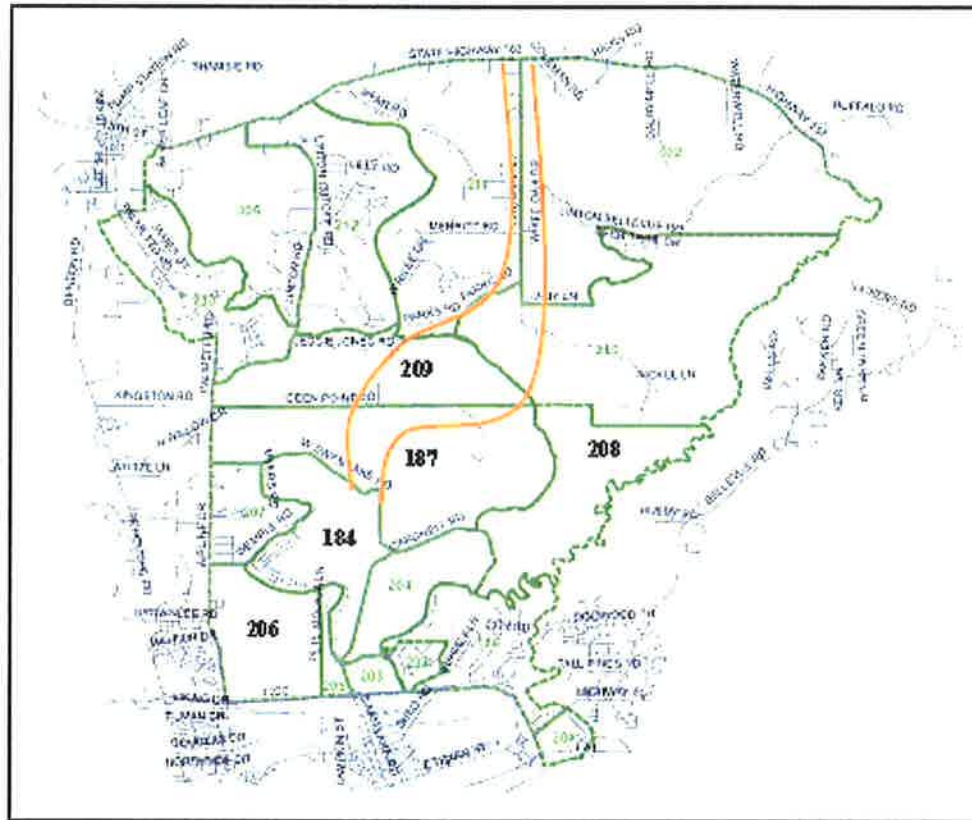


Figure 4-1. Traffic Analysis Zones

No Build Alternative

If the "no build" alternative is selected, estimated housing units for the year 2030 in zones 187, 208, and 209 would be 76 compared to 1,065 with the build alternative. Any increase in housing will result in an increased demand for economic goods and services along the project route.

Property tax value in the "no build" alternative will eventually increase with time. However, that increase will be slower and significantly less than with any of the build alternatives.

4.2.4 Schools, Churches, and Public Facilities Impacts

Build Alternatives

Lewis Elementary school is planned along the east side of Swan Lake Road. The proposed alternative roadway with its turn lane will increase the transportation safety of the children attending this school.

Table 4-1. Estimated Growth In Housing Units for Build Alternatives

TAZ	HOUSEHOLDS (HH)2000	HOUSEHOLDS (HH)2015	% change	HOUSEHOLDS (HH)2030	% change	% change 2000- 2030
184	308	681	121%	791	16%	157%
186	814	1023	26%	1258	23%	55%
187	18	521	2794%	825	58%	4483%
201	0	0		0		
202	204	255	25%	314	23%	54%
203	5	6	20%	7	17%	40%
204	35	43	23%	53	23%	51%
205	3	5	67%	5	0%	67%
206	13	200	1438%	233	17%	1692%
207	297	359	21%	419	17%	41%
208	0	25		40	60%	
209	37	100	170%	200	100%	441%
210	55	63	15%	76	21%	38%
211	332	381	15%	461	21%	39%
212	419	482	15%	582	21%	39%
213	744	855	15%	1034	21%	39%
306	260	300	15%	363	21%	40%
602	147	170	16%	206	21%	40%
Totals	3691	5469		6867		
Percent Change		48%		26%		

Grace Tabernacle Church is located along Swan Lake Road within the Federal Action Area. Construction of the preferred alternative will impact the church parking lots but not the church structure itself. Although the church structure will not need to be moved, the parking lots will need to be relocated. The church property has adequate area to relocate the parking lots.

An additional church property, Cross Point Baptist Church, will be affected by the realignment of a curve on Swan Lake Road. Although no permits are on file with Bossier Parish and no structures currently exist on the property at the time of this study, construction of a church building is in the planning stages. A field meeting was held on February 13, 2008 at the property with representatives of the Cross Point Baptist Church to discuss plans for the future construction of the church facility. After review of the original proposed alignment of the curve on Swan Lake Road, a decision was made resulting from this field meeting to revise the alignment of this curve approximately 60 feet eastward. Representatives of the church were satisfied that their future building would not be impacted as a result of these revisions, and they committed to have their building plans revised to accommodate the realignment. Appendix F includes a letter from a representative of the church addressing items of discussion during the meeting.

held on February 13, 2008. Exhibit 4-2 depicts the future location of the Cross Point Baptist Church.

No Build Alternative

The “no build” alternative will not effect construction of Lewis Elementary School. This alternative will not provide for the additional turn lane for traffic safety. The “no build” alternatives will not affect the existing or proposed churches.

4.2.5 Environmental Justice

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”, was issued to focus attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities. The FHWA has developed an environmental justice strategy to assess the benefits and adverse effects of transportation activities among different population groups. The proposed action has been reviewed for compliance with the FHWA strategy and Executive Order 12898. There is no known disproportionately high or adverse human health or environmental effects borne by minority and/or low-income populations’ resultant from any of the alternatives, including the “no build” alternative.

4.2.6 Cultural Resources

Build Alternatives

A Phase I cultural resources survey and archeological inventory was performed in November 2007 along the Southern Section and Alternative 2. The investigation included the systematic investigation of a three mile long (approximately) corridor segment along a portion of Swan Lake Road, and a 4.6 mile long (approximately) segment of greenfield corridor. These areas measured a combined 240 acres in total area, and were assessed through a combination of pedestrian surveys and shovel testing. All portions of the survey corridor were examined for cultural resources.

One previously recorded archeological site (Site 16BO594) was located within the proposed right-of-way (ROW), and a portion of that site was relocated as a result of the current investigation. In addition, the cultural resources investigation identified three new cultural resources (Sites 16BO607, 16BO16O8, and 16BO609). Sites 16BO1608 and 16BO609 as well as the locus within 16BO594 do not appear to posses the qualities of significance as defined by the National Register of Historic Places Criteria for Evaluation (36 CFR 60.4 [a-d]) and no additional investigation at these locations is recommended.



Site 16BO607 (Swan Lake Cemetery) is an important historic cultural resource. As an African American cemetery, which may have been active for 140 years, the research potential is great for understanding ethnic enclaves and upland south subsistence/settlement practices in the aftermath of the Civil War. Due to the potential of Site 16BO607 to address research questions, this site possesses the qualities of significance as defined by the National Register of Historic Places Criteria for Evaluation (36 CFR 60.4 [d]). Avoidance of this site is recommended.

The presence of the Swan Lake Cemetery was recognized early in the Line & Grade Study of this EA. As a result, the alignment along Swan Lake Road in this area strictly avoided this cemetery. The Southern Section alignment, within this vicinity, remains within the existing ROW near the Swan Lake Cemetery, and no additional ROW is required.

No Build Alternative

The “no build” alternative will have no impact to cultural resources or archeological sites within the Project Study Area.

4.2.7 Sections 4(f) and 6(f) Facilities

Section 4(f) applies to any significant publicly owned public park, recreation area, or wildlife and waterfowl refuge and any land from a historic site of national, state, or local significance. Section 6(f) applies to resources funded through the Land and Water Conservation Fund Act.

There are no Section (4f) or Section (6f) properties within the ROW of any of the build alternatives, including the “no build” alternative.

4.2.8 Noise Impacts

The traffic noise impacts of the proposed project were estimated using FHWA’s Traffic Noise Model (TNM) Version 2.5, and evaluated by comparing the predicted future noise levels against the Louisiana Noise Abatement Criteria (NAC). The traffic noise levels in this analysis are expressed in dBA L_{eq} . The unit, dBA, refers to the A-weighted decibel scale. Based on the Louisiana Highway Traffic Noise Policy, traffic noise impacts occur when the projected noise level equals or exceeds the Louisiana NAC for Category B receivers (66 dBA) at any sensitive receptor, or the predicted noise level exceeds the existing noise level at any sensitive receptor by 10 dBA.

The traffic noise analysis identified two receivers that would experience noise levels higher than the Louisiana NAC during the future peak traffic hours. The receivers are the Grace Tabernacle Church, located along Swan Lake Road, and a private residence located at 3640 Swan Lake Road. Noise impacts at the Grace Tabernacle Church were predicted for the no-build and build scenarios, while impacts at the private residence were

only predicted for the build scenarios. The decibel amount exceeding the NAC at the Grace Tabernacle Church was 3.3 dBA for the no build alternative and 5.3 dBA for all three build alternatives. The amount at the private residence on Swan Lake Road was 2 dBA for build alternatives 1 and 3, and 1.9 dBA for build alternative 2. Exhibit 4-7 illustrates the location of noise receivers used to quantify noise impacts during this EA study. Details of the noise impact findings can be found in Figure 2-1 and Table 4-2 of the supplemental technical report to this EA document entitled *Noise Assessment Report, North-South (Interstate 220 LA Hwy. 162)*.

4.2.8.1 Noise Mitigation

The traffic noise impacts are confined to two noise sensitive receptors located within 60 feet of Swan Lake Road: Grace Tabernacle Church, and a residence at 3640 Swan Lake Road. A noise abatement measure such as a barrier is not feasible for two reasons. First, a barrier is unlikely to prove cost-effective because there are few sensitive receptors that would receive benefit. Second, a barrier is most effective when constructed continuously, without openings or breaks. A barrier along the project corridor would require breaks in order to provide access to Swan Lake Road for the local residents, thus limiting the effectiveness of the barrier.

4.2.9 Oil & Gas Wells

Build Alternative

Crude oil and natural gas are the predominant mineral products in Bossier Parish. According to information obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS), there are 14 oil and gas wells within the Federal Action Area. SONRIS records indicate ten (10) plugged and abandoned (P&A) dry holes, three (3) orphaned, and one (1) P&A Gas well. None of these well locations fall within or adjacent to the ROW of any of the build alternatives. Table 4-2 lists the SONRIS well status and distribution.

No impacts are anticipated to any of the build alternatives from the oil and gas wells. Exhibit 4-3 shows the locations of the six (6) oil and gas wells nearest the proposed project roadways.

Table 4-2. Oil & Gas Well Status and Distribution

Well Status	No.
Plugged & Abandoned (Dry Hole)	10
Orphan	3
Plugged & Abandoned Gas & Condensate Producer	1
Total	14

No Build Alternative

The “no build” alternative will have no affects on oil and gas operations in the Project Study Area.

4.2.10 Pipelines

Build Alternatives

Pipeline research was conducted by reviewing published 1992 pipeline maps from Design Technics Corporation (DTC), 2006 digital maps from Whitestar, and by field observation. Three pipelines crossing the Southern Section were identified, two of those crossing Swan Lake Road and one crossing the Swan Lake Road extension. Table 4-3 lists the size and operator of these pipelines. The pipelines are shown on Exhibit 4-3.

Underground gas distribution lines were noted along the ROW on both sides of Swan Lake Road. It is likely that they will be impacted by the widening of Swan Lake Road and will need to be relocated to the new ROW prior to construction.

No Build Alternative

The “no build” alternative will have no adverse impacts to pipelines, transmission lines or utility distribution lines, within the Project Study Area.

Table 4-3. Pipeline Crossings

Location	Size / Type	Operator
Southern Section Swan Lake Road	20" / Gas	NorAm Gas Transmission
Southern Section Swan Lake Road	20" / Gas	Gulf States Pipeline Corporation
Southern Section Swan Lake Road Extension	20" / Gas	NorAm Gas Transmission

4.2.11 Hazardous Waste Sites and Underground Storage Tanks

The Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) regulate hazardous materials and waste sites. Hazardous waste is generally defined as any material that has, or, when combined with other materials, will have a deleterious effect on humans or the natural environment. Hazardous wastes are characterized as reactive, toxic, infectious, flammable, explosive, corrosive, or radioactive, hazardous wastes may occur as solids, sludges, liquids, or gases.

Potential hazardous waste sites include landfills, dumps, pits, lagoons, salvage yards, and industrial sites, as well as above and below ground storage tanks. Service stations are one of the most common generators of potential hazardous material sites because older underground storage tanks may deteriorate and contaminate surrounding soil and groundwater with gasoline.

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Build Alternatives

4.2.11.1 Phase 1 Site Assessment

A Phase I Environmental Site Assessment (ESA) was conducted in general conformance with the scope and limitations of ASTM Practice E 1527-05 “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process” for the proposed project ROW for all alternatives in the Federal Action Area. The purpose of the Phase I was to identify, to the extent feasible, *recognized environmental conditions* in connection with the Federal Action Area. A *recognized environmental condition* is defined as “the presence or likely presence of any hazardous substance or petroleum products on the property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.”

The ASTM E 1527–05 standard defines “good commercial and customary practice in the United States for conducting an environmental site assessment of a parcel of commercial real estate.” As such, ASTM standard was intended to be utilized on a single tract or parcel and not on a corridor containing a large number of tracts with numerous owners. Applying all the methodologies contained in the Standard to the entire Federal Action Area would not be practical or feasible. A Phase I ESA should consist of four components. These components are a records review, site reconnaissance, interviews and report preparation. Although normally conducted in a typical Phase I ESA of a single tract or parcel, the following tasks were not performed during this corridor investigation:

- Reviews of property conveyance records, fire marshal records, street directories, or Sanborn Maps (these maps were not available) for each of the parcels in the Federal Action Area;
- Complete and comprehensive site inspections for each of the parcels located along each of the proposed alternatives; and
- Interviews with owners, managers, and/or occupants of each of the parcels located along each of the proposed alternatives.

Even though the ASTM Standard does not have specific guidelines for conducting corridor studies, it does contain certain tasks and methodologies that are applicable to this type of corridor assessment. One of the objectives guiding the development of the Standard was “to ensure that the standard of appropriate inquiry is practical and reasonable.” Therefore, personal interviews and comprehensive site inspections were conducted only on those parcels, if any, which were identified with contamination during the record review, or were identified from historic aerial or topographic information and/or which had insufficient agency documentation.

4.2.11.2 Records Review

A regulatory database, historic topographic maps and historic aerial photographs were obtained from Environmental Data Resources Inc. (EDR) for the Federal Action Area. A review of the regulatory database showed no listed sites or spills within the Federal Action Area.

A significant data gap was identified in the historic photographic record between 1949 and 1974. In that intervening timeframe the Cypress Bayou Dam and Reservoir were constructed. It appears the area has remained predominantly rural residential, agricultural or undeveloped since 1975. No recognized environmental conditions were identified.

4.2.11.3 Field Reconnaissance

A limited site reconnaissance was conducted along the proposed ROWs. The Federal Action Area consisted of rural residential property along Swan Lake Road and agricultural areas (pastures) and undeveloped forested areas along the three build alternatives. Power lines, gas pipelines, metering stations, cable lines, telephone lines and water lines were noted along Swan Lake Road within or immediately adjacent to the proposed expansion. A Center Point Gas meter station was noted on the east side of and contiguous to the Swan Lake Road ROW. An abandoned building was observed at the southeast corner of Swan Lake and Modica Lott Roads. Each of the three alternative routes will cross power transmission lines south of Deer Point Road. Alternatives A and B will also cross the L.J. Earnest airstrip.

At the time of the site reconnaissance, there was no obvious evidence of spills or releases of hazardous materials or petroleum products within the Federal Action Area.

4.2.11.4 Interviews

ASTM 1527 was intended to be utilized on a single tract or parcel and not on a corridor containing a large number of tracts with numerous owners. Applying all the methodologies contained in the Standard to the entire project study area would not be practical or feasible. A search of government record, review of historic aerial and topographic data and the limited site reconnaissance did not reveal any recognized environmental conditions. No interviews were conducted as part of this Phase I ESA.

4.2.11.5 Conclusions

A limited Phase I ESA was conducted for the Federal Action Area.

A review of the regulatory database showed no listed sites or spills within the Federal Action Area. No recognized environmental conditions were identified from the historic topographic maps or aerial photography. Power, gas, and water infrastructure were observed within the Federal Action Area during the site reconnaissance. No obvious evidence of spills or releases of hazardous materials or petroleum products were observed

during the site reconnaissance. No recognized environmental conditions were identified during the field reconnaissance.

No Build Alternative

The No-Build Alternative would have no impact on hazardous waste sites and underground storage tanks.

4.3 Impacts to the Natural Environment

4.3.1 Water Quality

Build Alternative

Soil erosion is generally the most critical water quality impact resulting from construction activities. The degree of erosion is dependent on factors such as the amount of vegetation and soil removal, slope of the exposed area, and the effectiveness of erosion-control measures. Erosion can lead to deposition of sediment in waterways resulting in slowing of the natural flow of the waterway and degraded water quality. All of the build alternatives will result in impacts to the soils during construction.

Adverse impacts to water quality will be reduced by application of Best Management Practices (BMPs) and adhering to an erosion and sedimentation control plan. Appropriate measures, such as provisions for proper disposal and storage of materials and wastes, will also be taken to avoid accidental spillage of fuels or other chemicals and to control runoff into public drainage systems. National Pollution Discharge Elimination System (NPDES) guidelines for Phase II construction activities will be followed during construction, and a site specific Storm Water Pollution Prevention Plan (SWPPP) will be developed for the project. Any water quality degradation that may occur during construction activities will be localized and short term.

No Build Alternative

The “no build” alternative will have no affect on water quality.

4.3.2 Water Resources

4.3.2.1 Floodplains

Build Alternatives

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), most of the proposed action is located in the 100-year flood zone map hazard area. Exhibit 4-4 shows the 100-year flood zone and all proposed

alternatives and Table 4-4 lists the floodplain acreage that will be impacted by all the build alternatives, including the “no build” alternative.

Table 4-4. Potential Impacts to Floodplains

	No Build Alternative	Southern Section	Alternative 1	Alternative 2 Preferred Alternative	Alternative 3
Floodplain (acres)	0	27.8	32.8	37.6	52.6

Although a significant portion of Swan Lake Road lies below the base flood elevation, the existing roadway has not adversely impacted the region or reduced the capacity of stormwater flow from the adjoining properties. It is not anticipated that the modification to the existing portion of Swan Lake Road would change this situation or cause adverse impacts to the 100-year floodplain.

Encroachments on the floodplains by any of the build alternatives would not increase the base-flood elevation to a level that would violate applicable floodplain regulations. The hydraulic design and construction practices for the preferred alternative would be in accordance with current LDOTD and FHWA design policies and standards, and should allow for occurrence of a base flood inundation, accumulation, and flow of floodwater. No impacts to the 100-year floodplain would occur with the incorporation of these factors into the design and construction of any of the build alternatives. The geometric design standards for this project require that the finished road elevation be above the calculated water surface for the design frequency event. According to the LADOTD Hydraulics manual, a 50 year design frequency is required for this project.

An elevated roadway bridge is proposed where Alternative 2 crosses Cypress Bayou to avoid potential impacts by restricting water flow during a flood event.

No Build Alternative

As previously stated, a significant portion of Swan Lake Road lies below the base flood elevation. The No-Build Alternative would have no impact on floodplains.

4.3.2.2 Public and Domestic Water Wells

A review of water wells registered with the Water Resources Division of LDOTD showed that approximately 43 wells are located in the Federal Action Area. The Water Well Registration Data File contains only wells registered with LDOTD. It is possible that additional wells that are not registered have been drilled in the Federal Action Area. None of the registered wells are located within the existing or proposed ROW of any of the build alternatives.

The registered water wells are shown on Exhibit 4-5 and the well types and distribution are listed in Table 4-5.

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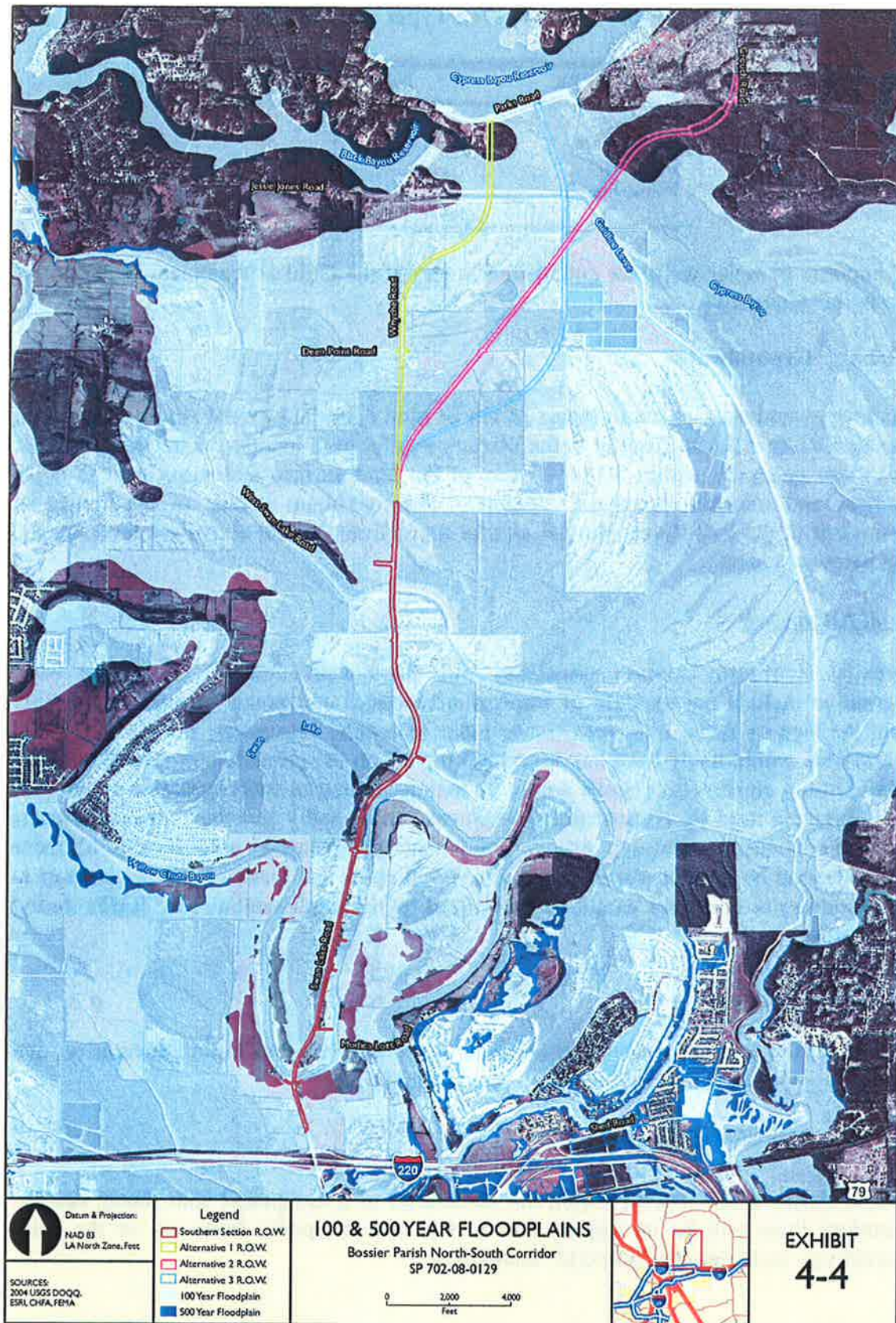


Table 4-5. LDOTD Well Types and Distribution

WELL TYPE	Number of Wells
Domestic	37
Aquaculture	3
Irrigation	2
Public Supply	1
Total	43

No impacts to water wells are anticipated in any of the build alternatives, including the “no build” alternative.

4.3.2.3 Groundwater

Shallow groundwater exists in layers of silt or sand deposited by the nearby Red River. The Red River Alluvial Aquifer is the primary aquifer used mainly for irrigation. Water levels are generally within 30 to 40 feet of the land surface and movement is down gradient and towards rivers and streams. The maximum depths of occurrence of freshwater in the Red River Alluvial aquifer range from 20 feet above sea level, to 160 feet below sea level.

Build Alternative

Potential short-term impacts associated with the construction of any of the build alternative include the increase of impervious surfaces and potential impacts resulting from spillage of fuels, oils, greases, or other materials. However, none of the build alternatives would likely have any long-term impact on the groundwater resources of the area. During construction, spills would be mainly limited to fuels (gasoline and diesel) and lubricants used by construction equipment. Such spills and their adverse impacts would be controlled through proper equipment maintenance, management of these materials, and by prompt response and cleanup of spills and leaks. Potential impacts to the groundwater resources would be minimized by the implementation of BMPs during construction.

No Build Alternative

Growth in the area is expected to continue even with the “no build” alternative, and impacts associated with resulting development could occur.

4.3.2.4 Sole Source Aquifers

Bossier Parish is not located within the boundaries of a designated sole source aquifer. Therefore there will be no impact to any sole source aquifer from any of the build alternatives, including the “no build” alternative.



4.3.3 Biological Resources

4.3.3.1 Plant Communities

Build Alternative

Several plant communities occur in the Federal Action Area. These include forested wetlands, forested uplands, grasslands (including pasture and cropland), emergent marsh, and disturbed areas. Plant community distribution and composition reflects variations in topography, soils, hydrology, disturbance, and past and present land uses.

The primary effects to plant communities from the proposed project would be direct vegetation loss because of ROW clearing and modification of surface hydrology. During construction fugitive dust may accumulate on adjacent vegetation causing a temporary reduction in photosynthesis and transpiration rates. Modification to surface hydrology may affect moist soil or wetland plant communities allowing for the encroachment of invasive and upland species. Soil erosion may result in sedimentation within off-project plant communities. Surface runoff may carry oil and grease from heavy equipment to adjacent plant communities. These potential impacts will be avoided or mitigated by implementing proper storm-water runoff and erosion control measures, dust suppression, and countermeasures to respond to accidental spills of fuel, oil, or grease during construction.

No Build Alternative

The “no build” alternative would have no impact on the plant communities in the Federal Action Area. However, growth in the area is expected to continue and impacts associated with resulting development could occur.

4.3.3.2 Terrestrial Wildlife

Build Alternative

Construction-related activities would directly and/or indirectly affect terrestrial wildlife residing within or traveling across the proposed ROW resulting in population fluctuations. Slow-moving, burrowing, or subterranean species may experience increased mortality by direct contact with construction vehicles and heavy machinery. Larger, more mobile animals will likely avoid clearing and construction activities and move into areas adjacent the ROW. Because adjacent habitat is presumed to be at carrying capacity, animals displaced from the proposed ROW would either displace neighboring animals or immigrate to suitable habitat. Because of expected increases in vehicular traffic and speed as a result of the project, an increase in negative wildlife and traffic interactions would be expected.

No Build Alternative

The "no build" alternative would have no impact on terrestrial wildlife in the study area. However, growth in the area is expected to continue and impacts associated with resulting development could occur.

4.3.3.3 Aquatic Wildlife

Build Alternative

Potential impacts to aquatic wildlife could result from physical habitat loss or modification, water quality degradation, erosion and sedimentation, and petroleum or chemical spills. Because aquatic wildlife is acutely sensitive to environmental change, some minor impacts to aquatic wildlife may result. Slow motility organisms such as small fish, amphibians, reptiles, and invertebrates would likely be affected. Turbidity could diminish respiration and feeding rates of benthic organisms, fish, and amphibians. These organisms are slow to recover and usually do not, if the water body has been severely impacted.

In-stream construction across Cypress Bayou may alter near-field substrate and impact adjacent streamside vegetation. Because area streams typically exhibit relatively high turbidities during and following rainfall events, small increases in suspended solids during construction are likely to occur but are not likely to have any discernible adverse impact. Similarly, soil disturbances due to construction activities within the drainage basins for Black and Cypress Bayous will result in increased turbidity. Following construction Best Management Practices (BMPs) would limit water quality degradation by minimizing erosion, sedimentation, and turbidity.

No Build Alternative

The "no build" alternative would have no impact on aquatic wildlife in the study area. However, growth in the area is expected to continue and impacts associated with resulting development could occur.

4.3.4 Threatened and Endangered Species

Build Alternative

Section 7 of the Endangered Species Act of 1973, as amended, requires that any action likely to adversely affect a federally protected species be subject to review by appropriate Federal and State resource agencies.

An endangered species is one in danger of extinction throughout all or a significant portion of its range, while a threatened species is one that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of

its range. Critical habitat, as defined by the Endangered Species Act, is a term for habitat given special protection for the benefit of federally protected species.

The U.S. Fish and Wildlife Service (USFWS) and the Louisiana Department of Wildlife and Fisheries (LDWF) were contacted to determine the potential presence of threatened or endangered species that may occur along the proposed alignments. At the time of inquiry, December 2007, four federally protected species have been recorded in Bossier Parish as shown in Table 4-6. The pallid sturgeon, the interior least tern and red-cockaded woodpecker are listed as endangered, while the bald eagle is listed as threatened.

The bald eagle was delisted from its threatened status in the lower 48 states on June 28, 2007. Its protection was transferred to the “Bald and Golden Eagle Protection Act” [16 U.S.C. 668-668c] and “The Migratory Bird Treaty Act” [16 U.S.C. 703-712]. To ensure avoidance of any disturbances to bald eagles, a survey should be conducted prior to the initiation of construction activities. Should bald eagles be present in the project area, activities will be conducted in accordance with the USFWS National Bald Eagle Management Guidelines.

According to LDWF, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed action.

No Build Alternative

The “no build” alternative would have no impact on rare, threatened, or endangered species or critical habitat.

Although not considered a critical habitat under the Endangered Species Act, LDWF has identified two critically imperiled prairie communities near one of the proposed build alternatives. Alternative Route 2 will cross the southern portion of the Morse clay calcareous prairie community located in Section 7, T19N-R12W. According to LDWF, efforts should be made to avoid impacts to the two Morse clay calcareous prairie communities. Avoidance of this prairie community would require a southerly realignment of the route resulting in additional impacts to adjacent forested wetlands. The other Morse prairie community will not be impacted by any of the build alternatives.

The “no build” alternative would have no impact on these imperiled prairie communities.

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Table 4-6. Threatened and Endangered Species for Bossier Parish

Species (Status)	Comments
Bald Eagle (T)*	Consultation Required for project activities that encroach within 1,500 feet of any eagle nest during the nesting season (i.e., October through mid-May).
Pallid Sturgeon (E)	Consultation Required for project activities that impact water quality or physical aquatic substrate within the Mississippi, Atchafalaya, or Red Rivers.
Interior Least Tern (E)	Consultation Required for project activities in or along the Red River or the Mississippi River (north of Baton Rouge).
Red-Cockaded Woodpecker (E)	Consultation Required for projects involving clearing within suitable habitat (pine and pine/hardwood greater than or equal to 30 years of age).

* Delisted June 28, 2007

4.3.5 Waters of the U.S. and Wetlands

Build Alternative

Activities conducted in wetlands and/or navigable waters of the United States may be subject to regulation by the U.S. Army Corps of Engineers (USACE). Current federal decision-making authority for activities affecting wetlands and navigable waters of the U.S. lies principally with the USACE through Section 404 of the Federal Water Pollution Control Act, also known as the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Subsequent amendments to the CWA established a permit program and authorized the USACE to issue permits for regulating the discharge of dredged or fill material into all waters of the U.S. The USACE is responsible for enforcement, implementation, and permitting of the Act's provisions. Any action that proposes to place fill into wetlands and other waters of the U.S. requires a jurisdictional determination from the USACE.

Each of the principles of avoidance, minimization, restoration and compensation must be considered in sequential order.

The USACE and the U.S. Environmental Protection Agency (USEPA) define wetlands as: "Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

The definition emphasizes hydrology, vegetation and soil conditions. Each of the criteria must be present for an area to be identified as wetlands. The following are diagnostic environmental characteristics of a wetland:

- Hydrology: The area is inundated either permanently or periodically at mean water depths ≤ 6.6 ft., or the soil is saturated to the surface at some time during the growing season of the prevalent vegetation (cutoff is $\geq 5\%$ of growing season; continuously).
- Vegetation: The prevalent vegetation consists of macrophytes that are typically adapted to areas having hydrologic and soil conditions as described in the definition of a wetland. Hydrophytic species, due to morphological, physiological, and/or reproductive adaptation(s), have the ability to grow, effectively compete, reproduce, and/or persist in anaerobic soil conditions.
- Soil: Soils are present and have been classified as hydric, or they possess characteristics that are associated with reducing soil conditions.

In the wetland definition, normal circumstances are defined as “the soil and hydrologic conditions that are normally present, without regard to whether vegetation has been removed.”

For the purposes of Section 404 of the CWA, the USACE has developed a manual that describes technical guidelines and methods using a multi-parameter approach for the identification and delineation of wetlands. Use of the 1987 Corps of Engineers Wetlands Delineation Manual (TR Y-87-1) to identify and delineate wetlands potentially subject to regulation under Section 404 is mandatory.

4.3.5.1 Waters of the U.S. and Wetlands in the Federal Action Area

A Geographic Information System was used to map the hydric soils along the project corridors. Using this GIS soils information along with 2004/2005 aerial infrared photography as references, a wetlands investigation plan was developed. Table 4-7 presents the hydric soils listed for Bossier Parish.

A wetlands determination was conducted along the project corridor (the Southern Section and the three northern alternative routes) using the routine field method from the *1987 Corps of Engineers Manual for Wetland Determination* (Technical Report Y-87-1). This determination was conducted on March 13th through 16th and October 9th and 10th, 2007. The delineation documents wetlands presence/absence using vegetation, hydrology, and soils criteria. Sample points (Plots) were obtained at changes in topography and/or vegetation along the project corridors. Traditional and non-traditional navigable waters of the United States were also documented. Soils, vegetation, and hydrology at each sample point were examined and documented. A characterization of the vegetative community was made at each Plot. Geographic data on Plot locations were collected using a handheld Trimble GPS unit. Photographs were obtained to document on-site conditions. Table 4-8 presents the findings of the wetlands delineation.

Wetlands identified on the Southern Section (11.72 acres) occurred in association with Willow Chute Bayou, Swan Lake, Flat River Drainage Canal and a man-made drainage feature. A total of 11.94 acres of wetlands were identified along Alternative 1 in the bottomland hardwood wetlands and associated drainage features near the southernmost segment of this alternative and in the bottomland hardwood/cypress swamp associated with the historic Cypress and Black Bayou drainage area basins.

Approximately 32.0 acres of wetlands were identified along Alternative 2. These wetlands occurred in the bottomland hardwood areas and associated drainage features near the southernmost segment of this alternative, in pastures (herbaceous wetlands) and bottomlands north of Deen Point Road and in the bottomland hardwood/cypress swamp within the Cypress Bayou drainage basin. Approximately 43.61 acres of wetlands were identified along Alternative 3. These wetlands are associated with bottomland hardwoods near the southern portion of this alternative and in the bottomland hardwood/cypress swamp within the Cypress Bayou drainage basin.

All three northern build alternatives will cross the back levee drainage canal. A summary of wetland types and acres affected is presented in Table 4-8.

No Build Alternative

The selection of the "no build" alternative would not impact any waters of the U.S. However, growth in the area is expected to continue and impacts associated with resulting development could occur.

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Table 4-7. Bossier Parish Hydric Soils

Map symbol and map unit name	Component	% of map unit	Landform	Hydric rating	Hydric criteria
AsA: Ashford silty clay, 0 to 1 % slopes	Ashford	96	Alluvial flats	Yes	2B3, 3
BmA: Bossier clay, frequently flooded	Bossier	84	Alluvial flats	Yes	2B3, 4
BwA: Buxin clay, occasionally flooded	Buxin	95	Alluvial flats	Yes	4
BxA: Buxin clay, frequently flooded	Buxin	87	Alluvial flats	Yes	4
CYA: Cypress silty clay loam, 0 to 1 % slopes, ponded	Cypress	90	Flood plains, Swamps	Yes	2B3, 3, 4
EsA: Estes silty clay loam, 0 to 1 % slopes, frequently flooded	Estes	92	Flood plains	Yes	2A, 4
GuA: Guyton silt loam, ponded	Guyton	90	Flood plains	Yes	2B3, 3, 4
GYA: Guyton-Ouachita silt foams, frequently flooded	Guyton	50	Flood plains	Yes	2B3, 4
MGA: Mollicy-Guyton complex, 0 to 1 % slopes, occasionally flooded	Ouachita Guyton	35 28	Natural levees Flood plains	Yes Yes	4 2B3
MrA: Moreland clay, occasionally flooded	Moreland	93	Alluvial flats	Yes	4
MsA: Moreland clay, frequently flooded	Moreland	87	Alluvial flats	Yes	4
SrB: Sonnier clay, 1 to 3 % slopes, frequently flooded	Sonnier	90	Natural levees	Yes	4
WrA: Wrightsville silt loam, 0 to 1 % slopes	Wrightsville	88	Depressions	Yes	2B3
YOA: Yorktown clay, 0 to 1 % slopes, frequently flooded	Yorktown	100	Backswamps	Yes	2B3, 3, 4

Data acquired from USDA Natural Resources Conservation Service

1. All Histels except for Folistels, and Histosoils except for Folists.
2. Soils in Aquic suborders, great groups, or subgroups, Albolls suborder, Historthels great group, Histoturbels great group, Pachic subgroups, or Cumulic subgroups that:
 - A. are somewhat poorly drained and have a water table at the surface (0.0 feet) during the growing season, or
 - B. are poorly drained or very poorly drained and have either:
 - 1.) a water table at the surface (0.0 feet) during the growing season if textures are coarse sand, sand, or fine sand in all layers within a depth of 20 inches, or
 - 2.) a water table at a depth of 0.5 foot or less during the growing season if permeability is equal to or greater than 6.0 in/hr in all layers within a depth of inches, or
 - 3.) a water table at a depth of 1.0 foot or less during the growing season if permeability is less than 6.0 in/hr in any layer within a depth of 20 inches.
3. Soils that are frequently ponded for long or very long duration during the growing season.
4. Soils that are frequently flooded for long or very long duration during the growing season.

Table 4-8. Summary of Wetland Acres

Habitats	Southern Section	Alternative 1	Alternative 2 Preferred Alternative	Alternative 3
Bottomland / Drainage Features	---	3.70	3.75	22.45
Bottomland / Hardwood	10.12	---	9.28	4.92
Bottomland / Cypress	---	7.10	9.97	15.45
Back Levee Canal	---	0.80	0.65	0.79
Herbaceous Wetland	---	---	8.35	---
Total Wetland Acres	10.12	10.80	31.35	42.82
Back Levee Canal	---	0.80	0.65	0.79
Pond	---	0.34	---	---
Willow Chute Bayou	0.27	---	---	---
Flat River Drainage Canal	0.33	---	---	---
Drainage Feature	1.00	---	---	---
Other Waters of US Acres	1.60	1.14	0.65	0.79
Fill required (cubic yards) **	---	133,500	83,100	256,900

** Includes common southern section

4.3.5.2 Mitigation of Wetlands

The Council of Environmental Quality (CEQ) [Title 40 CFR Part 1500 – 1508] regulations define mitigation as:

- Avoiding impacts all together by not taking an action or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating or restoring the affected environment, reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

Compensatory mitigation for unavoidable impacts to wetlands would be developed during the permit application process. Mitigation will be developed in accordance with USACE Regulatory Guidance Letter No. 02-2, *Guidance on Compensatory Mitigation Projects for Aquatic Resource Impacts Under the Corps Regulatory Program Pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899*.

4.3.6 Wild and Scenic Rivers

The Louisiana Natural and Scenic Stream System and the National Wild and Scenic River System are programs designed to preserve and protect state and national river resources. Streams and rivers are designated as Wild, Scenic, or Recreational.

There are no registered streams or rivers in the Federal Action Area; consequently, there will be no impacts to Wild or Scenic Rivers for any of the alternatives including the “no build” alternative.

4.3.7 Prime and Unique Farmlands

Build Alternative

The Farmland Protection Policy Act of 1983 established criteria for identifying and considering the effects of federal programs on the conversion of farmland soils to non-agricultural uses. Prime farmland is one of several types of important farmland defined by the U.S. Department of Agriculture (USDA). Prime farmland soils are soils best suited to produce food, feed, forage, fiber, and oilseed crops. Such soils have properties that favor the economic production of sustainable high yield crops. Prime farmland soils produce the highest yields with minimum expenditure of energy and economic resources.

According to National Resource Conservation Service (NRCS) digital soil maps, prime farmland soils are extensively present throughout the Project Study Area (Exhibit 4-6). Table 4-9 summarizes the approximate impacted prime farmland soils acreage for each of the proposed alternatives as determined by mapped soil type. Consultation with the NRCS was conducted and the completed NRCS-CPA-106 form is attached in Appendix C.

Table 4-9. Impacts to Prime Farmland

(in acres)	No Build Alternative	Southern Section	Alternative 1	Alternative 2 Preferred Alternative	Alternative 3
Prime Farmland	0	33.76	26.67	30.74	38.6

No Build Alternative

The “no build” Alternative would have no direct impact on prime farmlands. However, prime farmland in this area may be impacted by continued development but at a slower rate than with the proposed project roadway improvements.

4.3.8 Wetlands Reserve Program

The Wetlands Reserve Program (WRP) is a voluntary program that provides technical and financial assistance to eligible landowners to address wetland, wildlife habitat, soil, water, and related natural resource concerns on private lands in an environmentally beneficial and cost-effective manner. The program provides an opportunity for landowners to receive financial incentives to restore, protect, and enhance wetlands in exchange for retiring marginal land from agriculture.

According to Mr. Rick Adams, District Conservationist with the U.S. Department of Agriculture, Benton Field office, no properties along any of the proposed build alternatives have been accepted into the Wetlands Reserve Program and no applications for acceptance along this corridor are pending.

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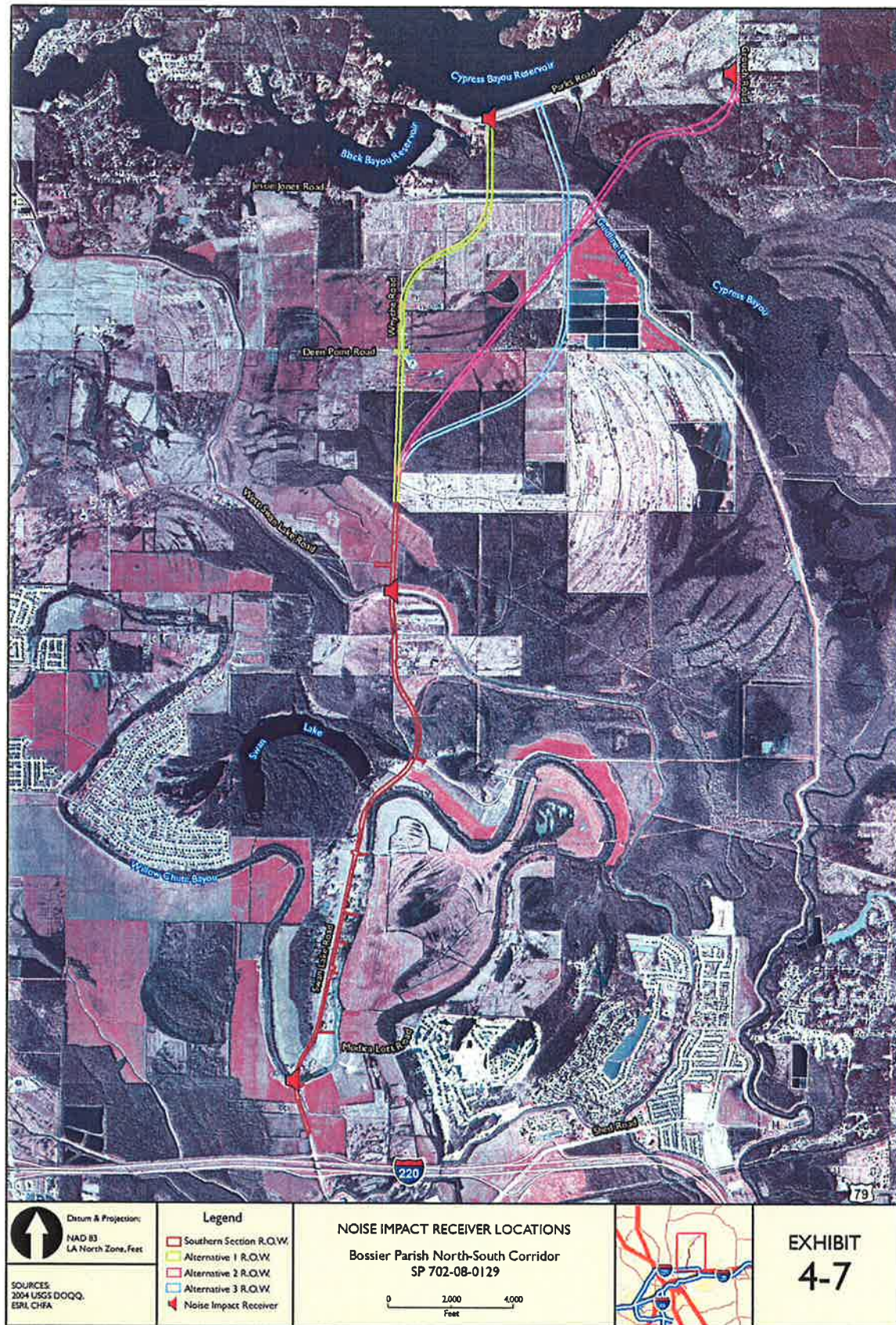


4.3.9 Farm Bill Programs

The Farmland Protection Program is a voluntary program that helps farmers and ranchers keep their land in agriculture. The program provides matching funds to State, Tribal, or local governments and nongovernmental organizations with existing farmland protection programs to purchase conservation easements or other interests in land.

According to Mr. Rick Adams, District Conservationist with the U.S. Department of Agriculture - Benton Field office, lands enrolled in Farm Bill programs exist within the Federal Action Area. These lands were identified and located by Mr. Adams. Although within the Federal Action Area, no Farm Bill Program lands will be directly impacted by any of the proposed alternatives.

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4.3.10 Louisiana Coastal Zone Impacts

Bossier Parish is not located in the Louisiana Coastal Zone Management Area as established under Act 361 of the Louisiana Legislature. Therefore, there will be no impacts to the Coastal Zone and the coastal zone management plan is not applicable to any of the alternatives in this project.

4.3.11 Air Quality Impacts

Since the existing (pre-expansion) and predicted (post-expansion) levels of traffic are relatively low compared to other highway projects for which this type of analysis is typically performed, the consultant received verbal approval from the LDOTD to provide a comparative analysis in lieu of performing a full scale air quality assessment. In order to satisfy the air quality assessment requirements of the LDOTD, the proposed project was compared to the proposed highway expansion of the Inner Loop Expressway (LA 3132) in Shreveport, Louisiana (State Project No. 700-01-0025, F.A.P. No. STP-8889-003). The air quality assessment report for the Inner Loop Expressway project demonstrated compliance with applicable air quality standards after the expansion, meeting the criteria specified by the LDOTD. Therefore, the proposed project is deemed to also meet the LDOTD air quality standards, and will result in negligible air quality impacts. Refer to the technical supplement entitled *Noise Assessment Report, North-South Corridor- Interstate 220 to LA Hwy. 162*, and dated October 2007 for further details.

The United States Environmental Protection Agency (USEPA) and the Louisiana Department of Environmental Quality (LDEQ) are responsible for the protection of air quality within Louisiana. USEPA established criteria for evaluating air quality in accordance with the 1990 Clean Air Act Amendments. Nation Ambient Air Quality Standards (NAAQS) were established for the following six air pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), and particulate matter of 10 microns or less in size (PM-10).

USEPA has designated all areas of Louisiana as either attainment, nonattainment, or unclassified for the six pollutants. Bossier Parish has been designated as an attainment area, which indicates the historical pollutant levels are below the NAAQS. Therefore, the project is in an area where the Louisiana State Implementation Plan (SIP) does not require any transportation control measures.

4.3.11.1 Air Quality Mitigation

The proposed project will result in negligible adverse air quality impacts. Therefore, no mitigation measures are required.

4.4 Engineering Constraints and Traffic Impacts

4.4.1 Engineering Constraints

According to the LDOTD Hydraulics manual, a 50 year design frequency is required for this road. Therefore the road elevation must be above the calculated water surface elevation for the 50 year design frequency event. Because the present Swan Lake Road is at or above the required elevation already, little change will be required along this segment. However, according to Bossier Parish LIDAR data, the new road will need to be elevated an average of 4 to 5 feet above the natural ground on the rural segment of the Southern Section and of all the alternatives. This elevation constraint will necessitate that large quantities of fill will be needed to reach the minimum elevation.

4.4.2 Traffic Impacts

The roadway on all three of the northern alternatives and a portion of the Southern Section will be of a two-lane rural design. A three-lane urban section (initial build-out) will be used along a portion of Swan Lake in the Southern Section beginning at the intersection of Swan Lake Road and the northern I-220 ramp and continuing for approximately 10,250-feet (1.94 miles) to a point referenced in the *Line and Grade Study* as Station 109+00. It will then transition to the rural two-lane roadway for the remainder of the southern section. The location for the end of the urban segment was chosen to match the approximate location of a future East-West corridor currently being studied by NLCOG and Bossier Parish.

The purpose of the traffic study was to determine the amount of traffic the proposed roadway would attract and the traffic impact on surrounding roadways. An additional purpose was to determine if improvements (turn lanes, signalization, etc.) would be required at the intersections of Interstate 220 (I-220) and Swan Lake Road, Swan Lake Road at Modica Lott Road, Swan Lake Road at the point it turns west, Alternatives 1 & 3 at Parks Road, Alternative 2 at Crouch Road, Crouch Road at Parks Road, and Crouch Road at LA Hwy. 162.

Analyses were performed for three (3) scenarios;

- existing conditions,
- year 2015 and year 2030 no build conditions,
- year 2015 and year 2030 build conditions.

The existing traffic volumes were collected by NLCOG in January 2007. The year 2015 and 2030 build traffic volumes were developed using the NLCOG Travel Demand Model. The model was used to program the North-South corridor to the transportation roadway network. Based on this modified transportation roadway network, trip assignments were performed to determine 2015 and 2030 future volumes for the North-South corridor. The anticipated twenty-four (24) hour traffic volumes along Swan Lake Road are summarized in Table 4-10.

Table 4-10. 2015 and 2030 Twenty-Four (24) Hour Traffic Volumes

Location	Year 2015			Year 2030		
	No Build	Alt 1 & 3	Alt 2*	No Build	Alt 1 & 3	Alt 2*
Swan Lake Road (North of Modica Lott)	4,933	9,093	8,815	6,516	11,469	11,234
Swan Lake Road (South of Modica Lott)	1,691	5,906	5,621	2,307	7,303	7,055

* Preferred Alternative

4.4.3 Construction Impacts and Traffic Flow

Build Alternative

Construction impacts for each of the build alternatives will be similar. Impacts due to construction activities typically include temporary air quality impacts resulting from dust and emissions from heavy equipment, temporary increases in noise, and loss of vegetation resources due to clearing within the ROW.

Impacts on traffic flow may also occur but are expected to be minimal for those portions of the project constructed on previously undeveloped land. Unavoidable impacts to traffic flow, however, can be expected during construction along Swan Lake Road and where intersections are located. Some traffic control will be required. A traffic control plan will be implemented to ensure uninterrupted traffic flow during construction. Signs will be strategically placed as a method of controlling traffic during construction activities. Access to any affected properties will be maintained throughout the construction period. Maintenance of traffic flow and the phasing of construction will be scheduled to minimize traffic delays. Signing plans will be developed and implemented to inform the general public of work zones, road closures, detours, and other temporary changes.

No Build Alternative

Construction impacts would not occur under the “no build” alternative.

4.4.4 Safety

Build Alternative

The proposed action will address and improve three safety issues:

- The reduction of travel time for emergency response vehicles. The average response time will be reduced by 8 to 10 minutes.

- The realignment of dangerous curves. Substandard and dangerous curves exist in the current Swan Lake Road alignment. According to current design standards, the worst of these curves is rated for a speed of less than 25 MPH versus the posted speed of 40 MPH.
- The increased safety of turn lanes. A school, Lewis Elementary, is planned along the east side of Swan Lake Road north of I-220. An upgraded and widened roadway with a turn lane will enhance the transport safety of the children attending this school.

No Build Alternative

The “no build” alternative will not address the safety concerns expressed above.

4.5 Indirect Impacts

CEQ defines indirect impacts as those effects “caused by the action” that occur “later in time or farther removed in distance, but are still reasonably foreseeable”. In the FHWA’s Environmental Policy Statement, the agency uses the term “indirect impacts” to encompass both secondary and cumulative effects, which may involve impacts to the social and economic base of a community, as well as impacts to natural resources such as floodplains, water quality, and wetlands. Secondary impacts are those that occur later in time or are removed in distance, while cumulative impacts are those that result from the incremental consequences of an action when added to past and reasonably foreseeable future actions. Secondary and cumulative impacts are less defined than direct impacts and may not be readily observable.

4.5.1 Secondary Impacts

The purpose of the proposed action is to increase vehicular mobility and safety by offering an additional north-south roadway that will alleviate congestion, reduce travel delay along other existing north-south roadway facilities (i.e., Louisiana Highway 3 & Louisiana Highway 3105), and shorten emergency response times for this area of the parish. Typical secondary impacts related to a roadway project of this type are growth and development and changes in land use. Such growth is the result of access being provided to undeveloped areas of the parish that have otherwise been inaccessible.

Residential, commercial, and industrial secondary development associated with the new roadway will be required to comply with federal and state regulations, as well as with local planning and land use guidelines. Overall compliance with these regulations and policies would minimize adverse effects of secondary impacts. Indirect impacts to water quality resulting from the proposed project are expected to result from an increase in storm water runoff from the impervious surface of the roadway itself, as well as the impervious surfaces of the buildings, driveways, and parking lots of the secondary development induced by the proposed roadway.

As a result of the project being developed to meet transportation needs created by growth in the Project Study Area, implementation of any of the build alternatives would include beneficial secondary effects such as the relief of congestion on existing roads in the surrounding area.

4.5.2 Cumulative Impacts

As previously stated, cumulative impacts are those that result from the incremental consequences of an action when added to past and reasonably foreseeable future actions. These impacts are incremental, not easily quantifiable, and less-defined than secondary impacts. While the addition of a new roadway to the Federal Action Area could contribute to the development of the area, many other factors influence the development of residential and commercial properties, making it difficult to quantify the cumulative consequences of a particular action.

4.5.3 Secondary & Cumulative Impacts

Build Alternative

Build Alternates 1, 2, and 3 traverse currently undeveloped land, much of which has been designated as prime farmlands, transforming agricultural and undeveloped land into residential, commercial, and/or industrial development. It is reasonable to assume that the predicted land values would accelerate the rate of abandonment of farming in the area as families turn to land development to produce income. Such development would cause environmental impacts from the loss of prime farmland, open space, and natural habitat. An increase in storm water runoff from large areas of impervious surfaces may also be expected. It is foreseeable that air emissions, traffic, and noise will increase if the growth occurs as predicted.

Offsetting these adverse cumulative effects are the economic benefits that would be derived from new development and increased land values. The increased demand for groundwater resources from commercial and residential use may be offset by the decreased demand from farm-related activities.

No Build Alternative

Secondary and cumulative impacts can be expected to occur regardless of the build alternative selected; however, the impacts will occur at a slower rate in the “no build” alternative.

4.6 Selection of Preferred Alternative

The proposed north-south transportation facility is part of the Northwest Louisiana Council of Government’s (NLCOG) long range regional transportation plan as stated in the report entitled *Caddo-Bossier Transportation Plan Update 2001-2025*, dated July 2003 prepared for NLCOG and LDOTD. The purpose and need for the project has been

identified as provision for an additional north-south roadway facility to alleviate traffic congestion thereby reducing travel delays along other existing north-south roadway facilities (i.e., LA 3, LA 3105), and shortening emergency response time for the central rural areas of Bossier Parish.

As described in Section 3, the proposed improvements considered for the North-South Corridor consist of the Southern Section (including a portion of Swan Lake Road) and one of the three northern segments (Alternative 1, Alternative 2, or Alternative 3). A comparison of the significant direct, indirect and cumulative impacts for these four segments and the “no build” alternative are presented in Table 4.11.

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Table 4-11. Alternatives Comparison Matrix Summary Including Direct, Indirect and Cumulative Impacts

Environmental Consideration		Southern Section	Alternative 1	Alternative 2	Alternative 3	No Build
<u>Human Environment</u>						
Land Use	Direct	Yes	Yes	Yes	Yes	No
	Cumulative	Yes	Yes	Yes	Yes	No
Residential, Commercial & Public Facilities	Direct	Yes	Yes	Yes	Yes	No
	Cumulative	No	No	No	No	No
Noise	Direct	Yes, during construction	Yes, during construction	Yes, during construction	Yes, during construction	No
	Cumulative	No, values below LA Noise Abatement Standards	No, values below LA Noise Abatement Standards	No, values below LA Noise Abatement Standards	No, values below LA Noise Abatement Standards	No
Pipelines and Utilities	Direct	Yes	Yes	Yes	Yes	No
	Cumulative	No	No	No	No	No
Hazardous Waste Sites USTs	Direct	No	No	No	No	No
	Cumulative	No	No	No	No	No
Public and Domestic Water Wells	Direct	No	No	No	No	No
	Cumulative	No	No	No	No	No
<u>Natural Environment</u>						
Floodplains	Direct	Yes (27.8 acres)	Yes (32.8 acres)	Yes (37.6 acres)	Yes (52.6 acres)	No
	Cumulative	No, with implementation of LDOTD and FHWA standards	No, with implementation of LDOTD and FHWA standards	No, with implementation of LDOTD and FHWA standards	No, with implementation of LDOTD and FHWA standards	No
Water Quality	Direct	No, with implementation of SWPPP BMPs	No, with implementation of SWPPP BMPs	No, with implementation of SWPPP BMPs	No, with implementation of SWPPP BMPs	No
	Cumulative	No	No	No	No	No
Ground water	Direct	No, with implementation of BMPs	No, with implementation of BMPs	No, with implementation of BMPs	No, with implementation of BMPs	No
	Cumulative	No	No	No	No	No

Environmental Consideration	Southern Section	Alternative 1	Alternative 2	Alternative 3	No Build
Biological Resources – Terrestrial Wildlife Direct	Yes	Yes	Yes	Yes	No
Cumulative	Yes	Yes	Yes	Yes	No
Biological Resources – Aquatic Wildlife Direct	Yes	Yes	Yes	Yes	No
Cumulative	No	No	No, with appropriate design & construction	No	No
Threatened & Endangered Species Direct	No	No	No	No	No
Cumulative	No	No	No	No	No
Wetlands Direct	Yes (11.72 acres)	Yes (11.94 acres)	Yes (32.00 acres)	Yes (43.61 acres)	No
Cumulative	Yes	Yes	Yes	Yes	No
Prime Farmlands Direct	Yes (33.76 acres)	Yes (26.67 acres)	Yes (30.74 acres)	Yes (38.60 acres)	No
Cumulative	Yes	Yes	Yes	Yes	No
<u>Construction</u>					
Estimated Borrow Material (Cubic Yards)	N/A	133,500	83,100	256,900	0
Total Project Cost (Initial Build Out)	N/A	\$19,288,700	\$19,320,500	\$20,158,000	\$0
Total Project Cost (Full Build Out)	N/A	\$22,959,200	\$22,991,000	\$23,828,500	\$0

4.6.1 Comparison of Alternatives and Conclusions

4.6.1.1 Human Environment:

4.6.1.1.1 Land Use

Portions of each of the build alternatives will be constructed through agricultural land currently used for cattle grazing or timber production. These previously inaccessible areas will become available for residential and/or commercial development, changing the current land use. The “no build” alternative does not preclude development of these agricultural lands. Development may occur in these areas under the “no build” alternative but at a slower rate than with any of the build alternatives.

4.6.1.1.2 Noise

Two receiver sites were identified that would experience noise level higher than the Louisiana Noise Abatement Criteria. These sites would be impacted by all of the build alternatives. The “no build” alternative would not have noise impacts to the Project Study Area.

4.6.1.1.3 Residential, Commercial or Public Facilities

Alternative 1 will require the displacement of one homestead. The Southern Segment and Alternatives 2 and 3 will not require any displacements. The southern Section will cause minor impacts to two church properties but will not cause displacement of these churches. Alternatives 1 and 3 will impact the existing J.L. Earnest airfield. The “no build” alternative will have no impacts to residential, commercial or other public facilities.

4.6.1.1.4 Pipelines and Utilities

All of the build alternatives will cross existing transmission lines, requiring possible deepening of these structures. In addition, all of the build alternatives will require relocation of various utilities (i.e. power lines, gas distribution lines, telephone and cable lines, etc.) along Swan Lake Road. The “no build” alternative will have no impacts to pipelines or utilities.

4.6.1.1.5 Hazardous Waste Site and Underground Storage Tanks

No hazardous or solid waste sites or underground storage tank sites were identified within any of the alternatives corridor.

4.6.1.1.6 Public and Domestic Water Wells

No registered water wells occur within the proposed ROW for any of the build alternatives.

4.6.1.2 Natural Environment

4.6.1.2.1 Floodplains

All of the build alternatives will affect floodplains. The three northern alternatives will affect an average of approximately 110 acres. A significant portion of the existing Swan Lake Road portion lies below the base flood elevation. However, construction of any of the build alternatives will be in accordance with LDOTD and FHWA design policies and standards resulting in no impacts to the 100-year floodplain. The “no build” alternative will have no new affects to floodplains within the Project Study Area.

4.6.1.2.2 Water Quality

The build alternatives may result in local, minor, temporary impacts to water quality due to erosion and runoff. Implementation of Best Management Practices (BMPs) as required in the Storm Water Pollution Prevention Plan will facilitate minimization of water quality impacts. The “no build” alternative will have no adverse impacts to water quality within the Project Study Area.

4.6.1.2.3 Groundwater

Potential short-term impacts associated with the construction of any of the alternative roadways include the increase of impervious surfaces and potential impacts resulting from spillage of fuels, oils, greases, or other materials. Such spills and their adverse impacts would be controlled through proper equipment maintenance, management of these materials, and by prompt response and cleanup of spills and leaks. Potential impacts to the groundwater resources would be minimized by the implementation of BMPs. Growth in the area is expected to continue even with the “no build” alternative, and impacts associated with resulting development could occur.

4.6.1.2.4 Biological Resources – Terrestrial Wildlife

Construction activities associated with any of the build alternatives would directly and indirectly affect terrestrial wildlife through direct mortality and/or loss of habitat. Secondary impacts, both direct and indirect, would be anticipated with development along the preferred alternative corridor. Construction of any roadway in rural areas increases the potential for negative interactions between traffic and wildlife. The “no build” alternative would have no direct impact to terrestrial wildlife in the Project Study Area.

4.6.1.2.5 Biological Resources – Aquatic Wildlife

All of the build alternatives have potential to adversely impact aquatic wildlife. Potential impacts to aquatic wildlife would result from physical habitat loss or modification (direct impact), water quality degradation, erosion and sedimentation, and petroleum or chemical spills (indirect impacts). Alternative Route 2 has the greatest potential for direct impacts with construction in and around Cypress Bayou. Cumulative impacts will depend on roadway design and construction. Implementation of construction (BMPs) would limit water quality degradation by minimizing habitat impacts, erosion, sedimentation, and turbidity. The “no build” alternative will have no adverse impacts to aquatic resources.

4.6.1.2.6 Threatened & Endangered Species

No impacts to threatened or endangered species or critical habitat are anticipated with implementation of any of the build alternatives. A critically imperiled, Morse clay calcareous prairie community, identified by the Natural Heritage Section of the Louisiana Department of Wildlife and Fisheries will be directly impacted by construction of

Alternative Route 2. Avoidance of this habitat would result in significant increased impacts to wetlands. The ‘no build’ alternative would have no impact on the threatened or endangered species within the Federal Action Area.

4.6.1.2.7 Wetlands

All build alternatives will impact jurisdictional wetlands. A routine wetland delineation was conducted along the Southern Section and each of the northern alternative routes. The Southern Section will impact approximately 11.7 acres of wetlands. Alternatives 1, 2 and 3 would impact approximately 11.9, 32.0 and 43.6 acres, respectively. A breakdown of the habitats impacted by alternative route appears in Table 4-8. A jurisdictional determination request has been submitted to the Corps of Engineers, Vicksburg District. Compensatory mitigation for unavoidable impacts to wetlands would be developed during the permit application process. Mitigation will be developed in accordance with USACE Regulatory Guidance Letter No. 02-2, *Guidance on Compensatory Mitigation Projects for Aquatic Resource Impacts Under the Corps Regulatory Program Pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899*. The “no build” alternative will have no impacts to wetlands. However, growth in the area is expected to continue and impacts to wetlands associated with resulting development could occur.

4.6.1.2.8 Prime Farmlands

All build alternatives will impact prime farmlands. The Southern Section will impact approximately 33.8 acres of prime farmlands. Alternatives 1, 2 and 3 would impact approximately 26.7, 30.7, and 38.6 acres, respectively. The “no build” alternative will have no impacts to prime farmlands. However, growth in the area is expected to continue and impacts to prime farmlands associated with resulting development could occur.

4.6.2 Preferred Alternative

Alternative 3 is the most expensive of the three northern build alternatives due to the much larger quantity of earthen borrow material needed to raise the proposed roadway elevation above the 50-year design water surface elevation. Alternative 3 will also require more time than the other two alternatives to travel between the logical project termini. Alternative 1 is only marginally less expensive to build than Alternative 2, however, Alternative 1 includes the greatest direct impacts to residential structures. By terminating on Parks Road, Alternatives 1 and 3 add to traffic congestion and delays on Parks Road before it intersects Crouch Road. Alternative 2, by terminating on Crouch Road, shows the least travel time from LA 162 to U.S. Hwy. 80, and Alternative 2 will best fit the project purpose of reducing traffic congestion and shortening emergency response time between the logical project termini. Alternative 2 has been selected as the Preferred Alternative.

4.7 Permits, Mitigation, and Commitments

4.7.1 Permits

4.7.1.1 COE Section 404 and Section 10 Permits

Activities conducted in wetlands and/or navigable waters of the United States may be subject to regulation by the U.S. Army Corps of Engineers (USACE). Current federal decision-making authority for activities affecting wetlands and navigable waters of the United States lies principally with the USACE through Section 404 of the Federal Water Pollution Control Act, also known as the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Subsequent amendments to the CWA established a permit program and authorized the USACE to issue permits for regulating the discharge of dredged or fill material into all waters of the U.S. The USACE is responsible for enforcement, implementation, and permitting of the Act's provisions.

Based on a review of available published resources such as topographic maps and aerial photography, and a site specific wetlands delineation, wetlands and navigable waters of the United States, both traditional navigable waters (TNW) and non-traditional navigable waters (NT-NW), occur along each of the proposed build alternatives. Potential impacts to wetlands for each of the build alternatives are presented in Table 4-8. Construction in wetland areas and across navigable waterways will require authorization by an individual permit. In a letter dated May 28, 2008, the Corps of Engineers concurred with the preliminary findings of the site specific wetland delineation investigation performed for this study. A final jurisdictional determination will be issued for the selected alternative upon receipt of a formal permit application and project plans. A copy of the Corps of Engineers' letter is attached in Appendix E.

4.7.1.2 CWA Section 401 Water Quality Certification

Under the provisions of the Clean Water Act (§401), any project that involves placing dredged or fill material in waters of the United States or wetlands or mechanized clearing of wetlands requires a water quality certification (WQC). The Louisiana Department of Environmental Quality (LDEQ) has been delegated authority for issuance of the WQC. The WQC will be obtained in conjunction with the USACE Section 404 permit process.

4.7.1.3 LPDES Permit and Storm Water Pollution Prevention Plan

In accordance with the 40 CFR 122, 123 and 124, National Pollutant Discharge Elimination System (NPDES) and the Louisiana Pollutant Discharge Elimination System (LPDES) requirements for construction sites greater than 5 acres (Phase I), a storm water discharge permit will be required (LAR 100000 – AI83363). A Notice of Intent (NOI) for coverage under the Multi-Sector General Permit is required. As a part of the LPDES stormwater discharge permitting process, the contractor responsible for construction will be required to implement and maintain best management practices to reduce and/or

eliminate any potential impacts to surface water quality in the immediate area due to discharges associated with construction activities.

4.7.1.4 Other Permits

The proposed roadway will be owned and maintained by Bossier Parish, and will not link directly to any state or federal transportation systems. As a result, no permitting requirements are anticipated from either LDOTD or FHWA. In addition, no special Bossier Parish construction permitting is anticipated. Permits will, however, be required from the Bossier Levee District for construction alternatives that connect to or cross any of their maintained levee systems or cross any of the drainage canals or waterways under their jurisdiction.

4.7.2 Mitigation

4.7.2.1 Wetlands

Total wetland impact by the proposed work varies with each project alternative, and would be subject to obtaining a Section 404 permit. Potential mitigation measures to offset unavoidable wetland impacts would be considered on an as needed basis during the permitting process.

The potential mitigation measures include restoration, creation, or purchase of replacement wetlands through an approved mitigation bank. On-site creation of wetlands would be one form of mitigation, if space were available. The created wetlands would have to be viable, functional wetlands of a predetermined value and approved by the Corps of Engineers.

With regards to mitigation banks, similar (in-kind) habitat within the same hydrologic unit to offset unavoidable impacts is considered first. Other options include in-kind offsite, out-of-kind onsite, and out-of-kind offsite, in descending order of preference. The USACE will recommend the preferred method. While there are mitigation banks available elsewhere, there is one option for a bank within the same hydrological unit as the project study area. The mitigation cost estimate for bottomland hardwood in the Belle Cherri Mitigation Bank is approximately \$14,000 per acre, and is dependent upon availability. The USACE will determine what the ratio of replacement would be with a minimum of a 1:1 ratio.

4.7.2.2 Threatened and Endangered Species

No mitigation measures are required since there are no impacts to threatened or endangered species.

4.7.2.3 Land Uses and Socioeconomic Impacts

Businesses or private residences to be relocated would be afforded all protections under the Uniform Relocation Act.

4.7.2.4 Geology, Topography, Soils, and Prime Farmland

Cut and fill operations will be minimized, as practicable, to meet grade and level requirements set forth by Bossier Parish, LDOTD, and FHWA. Design and construction activities will incorporate best management practices (BMP) to prevent future erosion. BMP's used during construction and development activities include temporary soil erosion control measures, permanent control measures, and low-impact land use practices. Temporary control measures include the planning phase of the project, and such things as limiting the amounts of impervious surfaces created, preservation of stream buffers and sensitive areas such as natural wetlands and riparian corridors, limiting disturbance of soil and vegetation, and maintaining the natural infiltrative capacity of an area.

In compliance with EPA's Stormwater quality guidelines, BMP for soil erosion and sediment control would be implemented to reduce impacts caused by construction of the project. These measures may include the use of sediment barriers, temporary and permanent vegetative cover for soil stabilization, dust control, and the use of riprap for the protection of soils from the erosive forces water.

4.7.2.5 Cultural Resources

Mitigation for unavoidable adverse effects to cultural resources would be identified and, if an adverse effect is determined to be unavoidable, mitigation measures could be agreed upon in a Memorandum of Agreement between the parish, LDOTD, the FHWA, the SHPO, and the Advisory Council on Historic Preservation.

4.7.2.6 Traffic and Circulation Impacts

Construction sequence, traffic maintenance criteria, and plans would be developed as part of the final design to coordinate construction activities and ensure continued access to all properties. Needs for special considerations would be identified and addressed.

4.7.2.7 Air Quality

Standard erosion control strategies include the transport of materials in tarpaulin-covered trucks, and selected wetting of soils within the construction zone would minimize airborne particulate matter. Any burning of material would be undertaken according to relevant local laws and ordinances. Appropriate traffic control plans may serve to limit localized concentrations of emissions during construction.

4.7.2.8 Noise

In addition to items discussed in Section 4.2.8.1, construction equipment that is operated with internal combustion engines would be properly muffled to minimize noise production. Shielding of stationary noise resources such as generators with temporary barriers would occur. As appropriate, construction noise abatement measures referenced in Section 107.15 of the *Louisiana Standard Specification for Roads and Bridges*, and the FHWA Technical Advisory T 6160 2,. Dated March 13, 1984, would be utilized.

4.7.2.9 Utilities

Specific relocation plans would be developed during the final design phase of the project, and would be completed prior to construction of the roadway improvements. Functional or financial responsibility for relocation of a specific facility or line may differ depending on prior agreements between the utility providers, current landowners, local government, and LDOTD. The determination of responsibility would be in accordance with Bossier Parish and LDOTD policies and procedures.

4.7.2.10 Oil, Gas, and Water Wells

During the preparation of design plans, field surveying would be performed to identify and verify existing wells along the selected alternative. Minor adjustments would be made to the selected alternative in order to avoid direct impact to existing wells with approval of Bossier Parish.

4.7.3 Commitments

4.7.3.1 Threatened and Endangered Species

As previously identified in Section 4.3.4, four federally protected species have been recorded in Bossier Parish as shown in Table 4-6. The pallid sturgeon, the interior least tern and red-cockaded woodpecker are listed as endangered, while the bald eagle has been delisted from its threatened status. To ensure avoidance of any disturbances to endanger species and bald eagles, a survey should be conducted prior to the initiation of construction activities. Should endangered species and bald eagles be present in the project area, activities will be conducted in accordance with the Endangered Species Act of 1973 and the USFWS National Bald Eagle Management Guidelines.

5.0 Comments and Coordination

This section identifies agencies, organizations, and persons who were consulted during the EA process and a discussion of the methods used to solicit public involvement.

5.1 Public Involvement Plan

A Public Involvement Plan (PIP) was developed for the Bossier Parish EA to ensure that every reasonable opportunity was available to interested citizens, civic groups, public officials, and state or federal resource agencies to participate in the planning process. To that end, the PIP included a variety of methods for providing project feedback and obtaining information on the project.

Information about the public involvement process is provided in this section up to the date of the publication of the EA. Upon approval by FHWA, the EA will be circulated to local, state, and regional clearinghouses and the public will be notified through appropriate channels of the EA's availability. There will be a 30-day comment period following the Notice of Availability. During that time, a Public Hearing will be held in Bossier Parish at the Bossier Parish Courthouse. Comments from the public received during the comment period will be considered.

5.2 Solicitation of Views

Early in the project planning stages, federal, state, and local agency involvement was provided through the Solicitation of Views (SOV) process. This input helped target issues for social, economic and environmental impacts of the Build Alternative. Both NLCOG and LDOTD were contacted to obtain a list of various federal, state, and local environmental agencies; conservation organizations; public advisory groups; community interests groups; minority organizations, and others. A SOV packet (cover letter, project description and site map) was mailed to each group requesting their views and comments.

Seventy-six (76) SOV packets were mailed on December 7, 2006 to the list provided by both NLCOG and LDOTD. This list may be found in Appendix A. During the 30-day response period, ten (10) responses were received as described below in Table 5-1.

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TABLE 5-1. Summary Of Responses To Solicitation Of Views

Respondent	Date Received	View/Comment
U.S. Environmental Protection Agency	December 29, 2006	"... we have concluded that the project does not lie within the boundaries of a designated sole source aquifer, and thus is not eligible for review under the SSA program."
Bossier City, Office of the Mayor	January 8, 2007	"We can see no adverse economic, social, or environmental effects or concerns for this project."
LA Dept. of Culture, Recreation & Tourism	January 8, 2007	"... there does not appear to be any conflict regarding this proposed project with existing recreational facilities identified in the most recent State wide Comprehensive Outdoor Recreational Program".
LA Dept. of Environmental Quality	January 8, 2007	<p>"There are no objections based on the limited information submitted to us. However, the following comments have been included:</p> <ul style="list-style-type: none"> • If the project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary; • If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify their LPDES permit before accepting the additional wastewater. • LDEQ has Stormwater general permits from construction areas equal to or greater than one acre. • All precautions should be observed to control non-point source pollution from construction activities. • If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the necessary permits • All precautions should be observed to protect the groundwater of the region • Currently, Bossier Parish is classified as an attainment parish with the National Ambient Air Quality Standards
LA Dept. of Natural Resources, Office of Conservation	January 10, 2007	"A review of our computer records for the referenced project area indicates several plugged and abandoned oil, gas, and dry wells located in and adjacent to the project area. Additionally, there are over 100 water wells in the area."
U.S. Fish and Wildlife Service	January 11, 2007	<p>"The project area forested wetlands may provide habitat for nesting bald eagles" (refer to letter for further details)</p> <p>"The proposed project may impact wetlands."</p>
LA Dept. of Agriculture & Forestry	January 12, 2007	"... no comments at this time regarding the project."
U.S. Army Corps of Engineers, Vicksburg District	January 12, 2007	"The proposed actions will not directly impact ongoing U.S. Army Corps of Engineers projects located within the proposed work area"..... "If your proposed work involves the discharge of dredged or fill material into wetlands or any other waters of the United States, you may need a Department of the Army permit prior to construction."
LA Dept. of Wildlife & Fisheries	January 17, 2007	<p>"Our records indicate the presence of two bottomland hardwood forest communities located within one mile of the proposed project." (see letter for further details)</p> <p>"Our records indicate the presence of a Cypress-tupelo swamp community located within one mile of the proposed project." (see letter for further details)</p> <p>"Our records indicate the presence of two Morse clay calcareous prairie communities located within one mile of the proposed project." (see letter for further details)</p> <p>"After further review of our database, no other impact to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.</p>
Chitimacha Tribe of Louisiana – Cultural Department	February 2, 2007	"...Bossier Parish is not part of the Chitimacha Tribe of Louisiana's aboriginal homeland; therefore we defer comment to the Caddo Nation, Alabama Coushatta Tribe of Texas, and the Coushatta Tribe of Louisiana who can provide you with any information necessary. The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state laws concerning Native American notification and consultation."

5.3 Agency Coordination

As part of the project development process, federal, state, and local agencies were consulted prior to and during the preparation of this EA.

5.3.1 Project Kickoff Meeting

On November 27, 2006, NLCOG sponsored a project kickoff meeting and invited representatives from the Bossier Parish Police Jury, the project consultants C.H. Fenstermaker & Associates, Inc.(Fenstermaker), and Coyle Engineering, Neel Schaffer, Inc., Trinity Consultants, R. Christopher Goodwin, Inc., and LSU Shreveport, all subcontractors to Fenstermaker.

The goals of the meeting were as follows:

- present the proposed project and study area;
- present a project overview and history;
- review the project scope;
- provide information regarding the proposed project schedule and the NEPA process;
- discuss the Purpose and Need for the project;
- discuss the Line and Grade Study;
- present a plan for the preparation and delivery of SOV packets;
- present a plan for providing for a agency scoping meeting;
- present a plan for a preliminary public meeting;
- receive comments on the project and provide an opportunity to ask related questions;
- provide an opportunity to coordinate the transfer of all available data to be used in the EA document; and
- provide the opportunity to identify potential project constraints.

The date for the first Public Meeting and the Agency Coordination meeting was tentatively set for five to six weeks after the notice to proceed.

5.3.2 Initial Agency Scoping Meeting

A letter regarding the agency scoping process was sent on January 5, 2007 to local, state, and federal resource and regulatory agencies advising them that the EA process was beginning for the Bossier Parish North-South Connector and soliciting their comments about the project. The letter also invited them to the project's agency scoping meeting, which was held on January 18, 2007 at the Bossier Parish Courthouse.

The agency scoping meeting was attended by members of NLCOG, the Bossier Parish Police Jury, Fenstermaker, and subcontractors to Fenstermaker. No members of the state

or federal resource and regulatory agencies were in attendance due to both schedule conflicts and severe weather conditions.

During this meeting, Fenstermaker made a presentation that focused on:

- the project's purpose and need;
- scope and study approaches;
- SOV responses;
- stakeholder outreach plan;
- project schedule;
- preliminary project concepts; and
- conceptual typical sections.

Because state and federal resource and regulatory agencies were unable to attend the initial agency scoping meeting, a second agency scoping meeting was scheduled.

5.3.3 Second Agency Scoping Meeting

On May 7, 2007, Fenstermaker coordinated a second agency scoping meeting held at the LDOTD headquarters in Baton Rouge, Louisiana. Attendees at this meeting included representatives from NLCOG, Bossier Parish, Fenstermaker and their subcontractors, LDOTD, and the Federal Highway Administration (FHWA). During this meeting, the project team was introduced and the agency representatives were given a brief history of the project. Several items were then introduced for discussion:

- review of the purpose and need for the project;
- review of the project study area and termini;
- review of previous studies performed on this project by Wilber Smith & Associates, Inc.;
- review of a previous Stage 0 study;
- recent developments that have contributed to the transportation problems the Parish is experiencing;
- other projects underway for improvement to Crouch Road north of Parks Road to LA 162, and plans to improve Swan Lake Road south of I-220 to LA 80;
- development of initial project corridor alternatives; and
- development of an area of study defined as "area of proposed federal action".

5.3.4 Cooperating Agency Coordination

Regulatory agencies have been consulted, as needed, during the EA process. Two primary issues, wetlands and prime farmlands, were identified from the responses to the SOV. Subsequently, information was compiled and submitted to the responsible agencies. Communications regarding wetland issues were made with the U.S. Army Corps of Engineer, Vicksburg District office, and data related to farmland issues were submitted to the Natural Resource Conservation Service (NRCS), Benton Field Office.

5.4 Public Meetings

Public meetings were held in keeping with the intent of the PIP to allow the public to participate in the planning process. These meetings were conducted to identify possible adverse and beneficial social, economic, and environmental effects and concerns related to the project and to solicit comments concerning the proposed alternatives.

5.4.1 Initial Public Meeting

The first Public Meeting was held on January 18, 2007 at the Bossier Parish Court House, main auditorium. The meeting was advertised in the Shreveport Times and the Bossier Press Tribune, two local newspapers near the project study area. Individual invitations were sent to approximately thirty four (34) landowners within the project study area. All landowner information was obtained from the Bossier Parish Tax Assessors Office. During this initial public meeting, over seventy (70) members of the public were in attendance. Participants included landowners affected by the project and concerned residents who live throughout the Parish and along the proposed corridors. The goals of this meeting were to:

- introduce the Consultant team;
- present the purpose and need and provide a project overview;
- provide information regarding the proposed project schedule and the NEPA process;
- present components of the EA study related to both the natural and human environment (i.e. wetlands, socio-economic, threatened and endangered species, etc.);
- present the project study area;
- present two initial roadway alignment alternatives developed by Bossier Parish;
- present both a rural and urban conceptual typical section;
- receive comments on the project and provide an opportunity to ask related questions; and
- provide the opportunity to identify potential project constraints.

The meeting exhibits included aerial photographs of the project study area showing the two initial proposed preliminary build alternatives. Public comment forms were distributed and public involvement techniques were reviewed. The project work plan and schedule were also reviewed and future public meetings were scheduled.

During the public meeting, an additional alignment alternative was generated based on public comments and opinions. As a result, the EA study advanced with a total of three (3) proposed roadway alignment alternatives, each commencing near the intersection of I-220 and Swan Lake Road.

A total of seven (7) members of the public expressed their concerns and opinions for the project during the initial public meeting presentation. After the public meeting, a total of four (4) public comment forms were received.

5.4.2 Second Public Meeting

A second public meeting was held on July 24, 2007 at the Bossier Parish Court House, main auditorium. This meeting was advertised from July 8 to July 22, 2007 in both the Shreveport Times and the Bossier Press Tribune. Individual invitations were sent to approximately seventy five (75) landowners within the project study area. During this meeting, forty eight (48) members of the public were in attendance along with five (5) members of local and state agencies.

The meeting was an informal open-house style open forum. Nine (9) large display exhibits were set up for the public to review the proposed project study area and project alternatives, and to identify issues and concerns they believe should be addressed in the Environmental Assessment. This open forum allowed the public time to review project exhibits and talk informally with representatives of the project team.

The goals of this meeting were to:

- present the proposed Preliminary Build Alternatives;
- receive comments and questions regarding these alternatives;
- present the process for the selection of a preferred alternative; and
- provide an update on the project schedule
- establish a tentative month for holding the public hearing for the project.

A total of 19 public responses were received as a result of the second public meeting. Six (6) state general comments and concerns regarding the project, one favors Alternative 1, one opposes Alternative 2, and 11 are in favor for Alternative 2. Subsequent to the second public meeting, an unofficial petition was created and submitted consisting of over sixty (60) signatures from the public in favor of Alternative 2.

5.5 Public Hearing

After LDOTD & FHWA approval of the draft EA document, the document will be distributed and made available to the public according to FHWA guidelines. A public hearing will be scheduled and Notice of Hearing will be advertised in local newspapers. All public comments will be collected.

5.6 Response to Comments

All comments received during the Public Hearing and the 30 day review period will be addressed according to FHWA and LDOTD standards.

APPENDIX A

Responses to Solicitation of Views Letters



Engineers • Surveyors
Environmental
Consultants

December 7, 2006

State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

Re: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (LDOTD) with the early identification of possible adverse economic, social or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a map showing the general location and study area of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by Monday January 15, 2007. Please reference the above State Project number in your reply. Replies should be addressed to C. H. Fenstermaker & Associates, Inc., 135 Regency Square, Lafayette, LA, 70508.

Very truly yours,
C. H. Fenstermaker & Associates, Inc.

Dax Douet, P.E.
Project Manager

PRELIMINARY PROJECT DESCRIPTION

The improvements that are to be undertaken under this Project consist of two subprojects which are Swan lake Widening and the Crouch Road Extension. The Crouch Road Extension will provide an additional North / South facility that will alleviate congestion, and reduce travel delay along the other North / South facilities (LA-3 & LA-3105) that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City. Swan Lake is the widening and realignment of the existing two lane facility to a possible three lane facility that will provide an additional lane for turning to assist in reduction of the speed differential between through and left turn vehicles, better traffic flow, and fewer crashes and rear end collisions.

This phase of the project will include the preparation of an Environmental Assessment, limited Line and Grade Study, and other related items for improvements and development of the Bossier Parish North – South Corridor, in accordance with the National Environmental Policy Act (NEPA).





STUDY AREA MAP

Northwest Louisiana Council of Governments

SP No. 700-08-0129

F.A.P. No. DE-0806(504)

North-South Corridor

Bossier Parish, Louisiana

December 2006

STATE ENVIRONMENTAL MAILING LIST (2005/07)

HONORABLE BOBBY JINDAL
US HOUSE OF REPRESENTATIVES
3525 NORTH CAUSEWAY BLVD., #1020
METAIRIE, LA 70002

HONORABLE JIM McCRERY
US HOUSE OF REPRESENTATIVES
6425 YOUREE DRIVE #350
SHREVEPORT, LA 71101-4600

HONORABLE CHARLES BOUSTANY, JR
US HOUSE OF REPRESENTATIVES
800 LAFAYETTE ST., SUITE 1400
LAFAYETTE, LA 70501

DEPT OF CULTURE REC & TOURISM
DIVISION OF ARCHAEOLOGY
P.O. BOX 44247
CAPITOL ANNEX 3rd FLOOR
BATON ROUGE, LA 70804

MS LISA MILLER
DEQ - OFFICE OF MGMT & FINANCE
CONTRACTS & GRANTS DIVISION
P.O. BOX 4303
BATON ROUGE, LA 70821-4303

CURTIS F. HOGLAN / LAF ECON
211 DEVALCOURT ST
LAFAYETTE, LA 70506-4121

STATE PLANNING OFFICE
CAPITOL ANNEX BUILDING, 2nd FLR.
P.O. BOX 94095
BATON ROUGE, LA 70804-4095

LA NATURAL HERITAGE PROGRAM
LA DEPT OF WILDLIFE & FISHERIES
P.O. BOX 98000
BATON ROUGE, LA 70898-9000

LA STATE MINERAL BOARD
P.O. BOX 2827
BATON ROUGE, LA 70821-2827

DEPT OF TRANSPORTATION
FEDERAL AVIATION
ATTN: ASW-472
FORT WORTH, TX 76193

HONORABLE WILLIAM J. JEFFERSON
US HOUSE OF REPRESENTATIVES
500 POYDRAS STREET
NEW ORLEANS, LA 70130

HONORABLE RODNEY ALEXANDER
US HOUSE OF REPRESENTATIVES
1900 STUBBS AVE., SUITE B
MONROE, LA 71201

HONORABLE MARY LANDRIEU
UNITED STATES SENATOR
FEDERAL BUILDING, ROOM 326
707 FLORIDA BLVD.
BATON ROUGE, LA 70801-1713

DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
P.O. BOX 66336
BATON ROUGE, LA 70896

DEPT OF AGRI & FORESTRY
OFFICE OF SOIL / WATER CONSERV
P.O. BOX 3554
BATON ROUGE, LA 70821-3554

DEPT OF WILDLIFE & FISHERIES
ATTN: MR. MAURICE WATSON
P.O. BOX 98000
BATON ROUGE, LA 70898-9000

MR. DONALD GOHMERT
NATURAL RESOURCES CONS SERVICE
3737 GOVERNMENT STREET
ALEXANDRIA, LA 71302

MR. MICHAEL P. JANSKY
6ENXP
ENVIRONMENTAL PROTECTION AGENCY
1445 ROSS AVENUE
DALLAS, TX 75202-2733

DIVISION OF ADMINISTRATION
STATE LAND OFFICE
P.O. BOX 44124
BATON ROUGE, LA 70804

DEPT OF WILDLIFE & FISHERIES
ECOLOGICAL STUDIES SECTION
P.O. BOX 98000
BATON ROUGE, LA 70898-9000

HONORABLE CHARLIE MELANCON
US HOUSE OF REPRESENTATIVES
828 SOUTH IRMA BOULEVARD
GONZALES, LA 70737

HONORABLE RICHARD H. BAKER
US HOUSE OF REPRESENTATIVES
5555 HILTON AVE., SUITE 100
BATON ROUGE, LA 70808-2572

HONORABLE DAVID VITTER
UNITED STATES SENATOR
2800 VETERANS BLVD., STE 201
METAIRIE, LA 70002

FEDERAL ACTIVITIES BR (6E-F)
US ENVIRON PROTECTION AGCY
1445 ROSS AVENUE
DALLAS, TX 75202-2733

LA DEPT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
P.O. BOX 94275 (625 NORTH 4th)
BATON ROUGE, LA 70804-9275

LA GOOD ROADS ASSOCIATION
ATTN: MR. PRESTON EGGERS
646 NORTH STREET
BATON ROUGE, LA 70802

MR. W. LAURENCE DOXSEY
US DEPT OF HOUSING / URBAN DEVEL.
ONE ALAMO CENTER
106 S. ST. MARY'S STREET
SAN ANTONIO, TX 78205

SE REGION NATIONAL PARK SERVICE
ATTN: ANITA J. JACKSON
100 ALABAMA ST. SW
1924 BUILDING
ATLANTA, GA 30303

US DEPT. OF THE INTERIOR
REGIONAL ENVIRONMENTAL OFFICE
P.O. BOX 26567 (MC-9)
ALBUQUERQUE, NM 87125-6567

OFFICE OF INDIAN AFFAIRS
JOEY STRICKLAND, DIRECTOR
365 N. FOURTH STREET
P.O. BOX 94004
BATON ROUGE, LA 70804-9004

ALABAMA COUSHATTA TRIBE OF
TEXAS
KEVIN BATTISE, CHAIRMAN
571 STATE PARK ROAD 56
LIVINGSTON, TX 77351

DEPT OF AGRI & FORESTRY
OFFICE OF FORESTRY
P.O. BOX 1628
BATON ROUGE, LA 70821

NORTHWEST LOUISIANA
COUNCIL OF GOVERNMENTS
401 MARKET STREET
SUITE 460
SHREVEPORT LA 71101

MISSISSIPPI BAND OF CHOCTAW INDIAN
PHILLIP MARTIN, CHAIRMAN
P O BOX 6257
PHILADELPHIA MS 39350

BOSSIER PARISH POLICE JURY
P O BOX 68
BENTON LA 71006

JENA BAND OF CHOCTAWS
MS CHRISTINE NORRIS
P O BOX 14
JENA LA 71342

HONORABLE ROY A BURRELL
LA HOUSE OF REPRESENTATIVES
(DISTRICT 2)
820 JORDAN STREET
SUITE 315A
SHREVEPORT LA 71101

CADDO NATION OF OKLAHOMA
P O BOX 487
BINGER OK 73009

HONORABLE MAX TATUM MALONE
THE STATE SENATE
(DISTRICT 37)
610 MARSHALL ST, SUITE 722
SHREVEPORT LA 71101

QUAPAW TRIBE OF OKLAHOMA
JOHN VERRY, CHAIRMAN
P O BOX 765
QUAPAW OK 74363

HONORABLE JANE H SMITH
LA HOUSE OF REPRESENTATIVES
(DISTRICT 8)
PO BOX 72624
BOSSIER CITY LA 71172

CADDO-BOSSIER PORT COMMISSION
P O BOX 52071
SHREVEPORT LA 71135-2071

SOUTHEAST REGION
NATIONAL PARK SERVICE
ATTN: ANITA J JACKSON
100 ALABAMA STREET SW
ATLANTA GA 30303

SHREVEPORT TRANSPORT MGMT
P O BOX 7314
SHREVEPORT LA 71137-7314

HONORABLE MIKE POWELL
LA HOUSE OF REPRESENTATIVES
(DISTRICT 6)
333 TEXAS STREET
SUITE 717
SHREVEPORT LA 71101

DOUGLAS J KAMIEN PE
DEPUTY FOR PROGRAMS &
PROJECT MANAGEMENT
VICKSBURG DIST CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG MS 39183-3435



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

January 4, 2007

Planning, Programs, and
Project Management Division
Environmental and Economic
Analysis Branch

Dax Douet, P.E.
Project Manager
C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, Louisiana 70508

Dear Mr. Douet:

I refer to your letter of December 7, 2006, regarding the proposed Swan Lake widening and the Crouch Road extension (State Project No. 700-08-0129). The proposed actions will not directly impact ongoing U.S. Army Corps of Engineers projects located within the proposed work area.

If your proposed work involves the discharge of dredged or fill material into wetlands or any other waters of the United States, you may need a Department of the Army permit prior to construction. For further information, please visit our website at <http://www.mvk.usace.army.mil/offices/od/odf> or contact Mr. Mike McNair (telephone (601) 631-5721).

I trust this information meets your needs. If you have any further questions, please contact Mr. Jacob Brister of this office (telephone (601) 631-5163).

Sincerely,

Larry M. Kilgo
Chief, Environmental and Economic
Analysis Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

**REGION 6
1445 ROSS AVENUE
DALLAS, TEXAS 75202-2733**


NOTICE

The Ground Water/UIC Section, Region 6 U.S. Environmental Protection Agency (EPA) has received a description of the following project:

**STP No. 700-08-0129
FAP No. DE-0806(504)
Swan Lake Widening
and Crouch Road Extension
Bossier Parish North-South Corridor
Bossier Parish, Louisiana**

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

Project evaluated by:  Clay Chesney
(214) 665-7128.

Date: December 27, 2006

United States Department of Agriculture



Natural Resources Conservation Service
200 Burt Blvd., Suite 101
Benton, LA 71006-4901

January 9, 2007

Mr. Dax Douet, P.E., Project Manager
C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Re: Solicitation of Views – State Project No. 700-08-0129

Dear Mr. Douet:

In reference to the above project, I have several concerns. There will be adverse impacts to the wetlands due to road and bridge construction across Cypress Creek and other wetlands in the area. Mitigation will be needed and used if the project is pursued, to offset the destruction of the existing wetlands. Also, there is land enrolled in Farm Bill Programs within the study area as outlined. Program participants' land could be affected and NRCS's investment in conserving natural resources could be compromised.

If you have any questions, please feel free to call me at (318) 965-2185, Ext. 3.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Adams", is written over the word "Sincerely,".

Rick Adams
District Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.

Suite 400

Lafayette, Louisiana 70506

January 9, 2007

Ms. Dax Douet
C. H. Fenstermaker & Associates
135 Regency Square
Lafayette, Louisiana 70508

Dear Ms. Douet:

Please reference your December 7, 2006, letter requesting our review of the proposed Swan Lake widening and Crouch Road extension (State Project Number 700-08-0129, F. A. P. No. DE-0806(504)) project in Bossier Parish, Louisiana. We have reviewed the information you provided, and offer the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

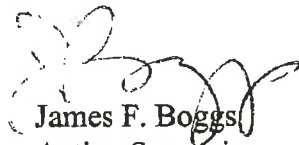
The project-area forested wetlands may provide habitat for nesting bald eagles (*Haliaeetus leucocephalus*), which are listed as a threatened species. Bald eagles nest in Louisiana from October through mid-May. Eagles typically nest in bald cypress trees near fresh to intermediate marshes or open water in the southeastern Parishes. Areas with high numbers of nests include the Lake Verret Basin south to Houma, the marsh/ridge complex south of Houma to Bayou Vista, the north shore of Lake Pontchartrain, and the Lake Salvador area. Eagles also winter, and infrequently nest near large lakes in central and northern Louisiana. Major threats to this species include habitat alteration, human disturbance, and environmental contaminants (i.e., organochlorine pesticides and lead).

There are currently no known bald eagle nests within the proposed project area. However, bald eagle nests not currently registered in our database may be present in the proposed project area. Accordingly, on-site personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests. If new nest locations are identified, buffer (i.e., no-work-activity) zones of 1,500-foot radius should be appropriately marked, global positioning system coordinates recorded, and our office notified. Maintenance of those buffer zones would only be necessary during the bald eagle nesting season (i.e., October through mid-May). Throughout the duration of the proposed project, however, project-associated activities should not result in damage to any portion of eagle nest trees, including their root systems (i.e., through soil compaction or disturbance).

The proposed project may impact wetlands. For a complete jurisdictional wetland delineation of the proposed project, please contact Mr. Ken Moseley (601/631-5289) at the Vicksburg District, U.S. Army Corps of Engineers (Corps). If the Corps determines that the proposed project is within their regulatory jurisdiction, official U.S. Fish and Wildlife Service comments will be provided in response to the corresponding Public Notice.

We appreciate the opportunity to provide comments in the planning stages of this proposed activity. If you need further assistance, please contact Joshua Marceaux (337/291-3110) of this office.

Sincerely,



James F. Boggs
Acting Supervisor
Louisiana Field Office

cc: FHWA, Baton Rouge, LA
Corps of Engineers, Vicksburg, MS
LDWF, Natural Heritage Program, Baton Rouge, LA



DEPARTMENT OF ENVIRONMENTAL QUALITY

KATHLEEN BABINEAUX BLANCO
GOVERNOR

MIKE D. McDANIEL, Ph.D.
SECRETARY

January 4, 2007

Mr. Dax Douet, P.E., Project Manager
C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

RE: State Project No. 700-08-0129; Bossier Parish North-South
Corridor; Bossier Parish
Proposed Swan Lake Widening and Crouch Road Extension

Dear Mr. Douet:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services/Permits Division recommends that you investigate the following requirements that may influence your proposed project:

1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
2. If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify their LPDES permit before accepting the additional wastewater.
3. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Aaron Cox at (225) 219-3092 to determine if your proposed improvements require one of these permits.
4. All precautions should be observed to control nonpoint source pollution from construction activities.

MANAGEMENT & FINANCE

P.O. BOX 4300 BATON ROUGE, LA 70821-4300

F225-219-3840 F225-219-3846

WWW.DEQ.LOUISIANA.GOV

January 4, 2007

Page 2

5. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
6. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).


Currently, Bossier Parish is classified as an attainment parish with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to Ms. Sheri Arceneaux, LDEQ/OMF/C&G, P.O. Box 4303, Baton Rouge, LA 70821-4303 and we will expedite it as quickly as possible.

Should you have any questions please contact me at (225) 219-3815 or OES/Permits questions can be directed to Mr. Gary Aydehl at (225) 219-3002.

Sincerely,



 Sheri Arceneaux
Contracts & Grants

sa:vhm
Enclosure



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER



CONFIDENTIAL ASSISTANTS

LUKE A. THERIOT
T. TYSON "TY" BROMELL, II

January 11, 2007

ASSISTANT
COMMISSIONERS

**Agricultural &
Environmental Sciences**
Matthew Keppinger, III
P.O. Box 3596
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

**Agro-Consumer
Services**
Benjamin Rayburn
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 923-4877

**Animal Health
Services**
Malcolm G. Myer
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

Forestry
Paul D. Frey
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

**Management
& Finance**
Skip Rhorer
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

Marketing
Bryce Malone
P.O. Box 3334
Baton Rouge, LA 70821
(225) 922-1277
Fax: 922-1289

**Soil & Water
Conservation**
Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1269
Fax: 922-2577

Mr. Dax Doucet, P. E.
Project Manager
C. H. Fenstermaker & Associates
135 Regency Square
Lafayette, LA 70508

Agency/Project Scoping Meeting
State Project No. 700-08-0129
F. A. P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

RE: Solicitation of Views

Dear Mr. Doucet:

I have no comment at this time regarding the above referenced projects.

Sincerely,

Bradley E. Spicer
Assistant Commissioner

BES:vw

State of Louisiana



KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES OFFICE OF CONSERVATION

January 8, 2007

TO: Mr. Dax Douet, P.E.
C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

RE: State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

Dear Mr. Douet:

In response to your letter dated December 7, 2006, regarding the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.state.la.us/CONS/Conserv.ssi>

A review of our computer records for the referenced project area indicates several plugged and abandoned oil, gas, and dry wells located in and adjacent to the project area. Additionally, there are over 100 water wells in the area. Due care must be taken to accurately locate wells prior to construction activities. The prevention of groundwater contamination should be considered at all times.

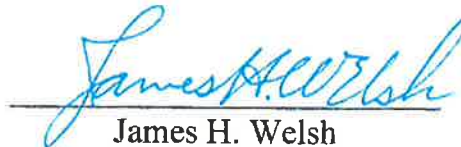
The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during

normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	JeffW@dnr.state.la.us
Pipeline	Michael Peikert	225-342-2989	MichaelP@dnr.state.la.us
Injection & Mining	Laurence Bland	225-342-5515	LaurenceB@dnr.state.la.us
Geological	Mike Kline	225-342-3335	MikeKl@dnr.state.la.us
Ground Water	Tony Duplechin	225-342-5528	TonyD@dnr.state.la.us

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,



James H. Welsh

 Commissioner of Conservation

JHW:MBK

Office of the Mayor

BOSSIER CITY, LOUISIANA

LORENZ "LO" WALKER
MAYOR

620 BENTON ROAD
POST OFFICE BOX 5337
BOSSIER CITY, LA 71171-5337
(318) 741-8501

January 3, 2007

Mr. Dax Douet, P.E.
C. H. Fenstermaker and Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Subject: State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, LA

Dear Mr. Douet:

The City of Bossier City very much approves of the proposed North-South Corridor Roadway. We can see no adverse economic, social or environmental effects or concerns for this project.

Please contact our City Engineer, Mr. Mark Hudson at (318) 741-8568 if we can be of any assistance with the project.

Sincerely,



Lorenz Walker
Mayor



CHITIMACHA
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

RECEIVED

FEB 02 2007

C. H. FENSTERMAKER & ASSOC.

January 30, 2007

Mr. Dax Douet, P.E.
Project Manager
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Re: State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

Dear Mr. Douet:

We are in receipt of your letter, dated January 4, 2007, concerning the above-referenced project. Bossier Parish is not part of the Chitimacha Tribe of Louisiana's aboriginal homeland; therefore, we defer comment to the Caddo Nation, Alabama-Coushatta Tribe of Texas, and the Coushatta Tribe of Louisiana who can provide you with any information necessary.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state law concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

Kimberly S. Walden,
Director, Cultural Department

KW:JD



MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

ANGÈLE DAVIS
SECRETARY

STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

January 4, 2007

Mr. Dax Douet, P.E.
Project Manager
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Re: State Project No. 700-08-0129

Dear Mr. Douet,

I am in receipt of your solicitation of views request for the project for State Project No. 700-08-0129 for the widening of Swan Lake Road and extension of Crouch Road in Bossier Parish.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP was published for the period of 2003-2008 with an inventory developed in 2003.

The scale of the map and limited text of information on the project makes it difficult to provide a complete answer to your request. However, through additional studies of maps of the area there does not appear to be any conflict regarding this proposed project with existing recreational facilities identified in the most recent SCORP.

Sincerely,

A handwritten signature in dark ink, appearing to read "C. Hardman".

Cleve Hardman
Director of Outdoor Recreation



State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE & FISHERIES
Post Office Box 98000
BATON ROUGE, LA 70898-9000
(225) 765-2800

BRYANT O. HAMMETT, JR.
SECRETARY

Date January 8, 2007

Name Dax Douet

Company Fenstermaker & Associates

Street Address 135 Regency Square

City, State, Zip Lafayette, LA 70508

Project Bossier Parish North-South Corridor
State Project No. 700-08-0129; F.A.P. DE 0806(504)

Invoice Number 07010802

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project.

Our records indicate the presence of two Bottomland Hardwood Forest communities located within one mile of the proposed project. This community type is considered rare in Louisiana, and work activities should be completed in such manner as to minimize the impacts on this ecological community. The bottomland hardwood forests near the project area are located at 32°35'44"N 93°40'56"W and 32°36'57"N 93°36'56"W. If you have any questions or need additional information, please contact Patti Faulkner at 225-765-2975.

Our records indicate the presence of a Cypress-tupelo swamp community with in one mile of the proposed project. This community type is considered rare in Louisiana, and work activities should be completed in such manner as to minimize the impacts on this ecological community. The Cypress-tupelo swamp near the project area is located at 32°35'20"N 93°40'57"W. If you have any questions or need additional information, please contact Patti Faulkner at 225-765-2975.

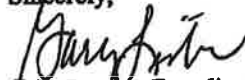
Our records also indicate the presence of two Morse clay calcareous prairie communities with in one mile of the proposed project. This community type is considered critically imperiled both globally and in Louisiana, with only 9 of these communities present throughout the state. Efforts should be made to avoid impacts to these areas. The Morse clay calcareous prairies near the project area are located at 32°38'56"N 93°38'47"W and 32°38'52"N 93°37'53"W. If you have any questions or need additional information, please contact Patti Faulkner at 225-765-2975.

After careful review of our database, no other impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not

be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Lester", written over the printed name.

Gary Lester, Coordinator
Natural Heritage Program

APPENDIX B

Public Meeting Transcript

**PUBLIC MEETING TRANSCRIPT
FOR
BOSSIER PARISH NORTH-SOUTH CORRIDOR**

**STATE PROJECT NO. 700-08-0129
FEDERAL AID PROJECT NO. DE-0806(504)
BOSSIER PARISH, LOUISIANA**

PREPARED BY:

**C.H. FENSTERMAKER & ASSOCIATES, INC.
135 REGENCY SQUARE
LAFAYETTE, LA
337-237-2200**

**PUBLIC MEETING NO. 1
Bossier Parish Courthouse
204 Burt Boulevard
Benton, Louisiana 71006
2:00 P.M., Thursday, January 18, 2007**

**PUBLIC MEETING NO. 2
Bossier Parish Courthouse
204 Burt Boulevard
Benton, Louisiana 71006
6:30 P.M., Tuesday, July 24, 2007**



TABLE OF CONTENTS

- A) Proposed Public Involvement Plan**

- B) Public Meeting No. 1**
 - B.1 Newspaper Ad**
 - B.2 Land Owner Invite Letter (w/ Mailing List)**
 - B.3 Meeting Minutes**
 - B.4 PowerPoint Presentation**
 - B.5 Public Comments**

- C) Public Meeting No. 2**
 - C.1 Newspaper Ad**
 - C.2 Land Owner Invite Letter (w/ Modified Mailing List)**
 - C.3 Proof of Publication**
 - C.4 Sign-In-Sheets**
 - C.5 PowerPoint Presentation**
 - C.6 Meeting Handout**
 - C.7 Exhibits**
 - C.8 Public Comments**

A - Proposed Public Involvement Plan



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor



PROPOSED PUBLIC INVOLVEMENT PLAN

Introduction

Public participation is critical to the successful implementation of the Bossier Parish North-South Corridor Project. More than just public participation, this plan promotes an on-going public partnership to ensure that the transportation benefits of this project are considered within the context of the public directly impacted by the project. This plan also ensures early and continuous consultation with the public by committing to public notification to the affected parties, citizen input in the identification of the solutions, and dedication on the part of the Northwest Louisiana Council of Governments (NLCOG) and Bossier Parish to make the public's input meaningful and that there is follow through on their input. This plan will strive to include the public in clearly defining proposed project alternatives, and will strive to implement construction with minimal impact on people, business, and the environment.

Objectives

1. Provide a program that promotes the public's decision-making role in developing project alternatives
2. Build public support and gain public agreement on the problem definition.
3. Build public support for a recommended solution through early public involvement in the identification of options and the early selection of a preferred alternative.
4. Engage the public in the implementation of the preferred alternative to ensure that the design of a project takes into consideration all identified public concerns.

Benefits

1. Enables the Fenstermaker Team, NLCOG, Bossier Parish, LDOTD, and FHWA to gain public recognition of a transportation problem that needs resolution.
2. Identifies early in the process any potential "fatal flaws" that would prevent all agencies from adequately addressing the transportation problem.

3. Provides the opportunity for the public to identify options to be studied and allows the public full participation in selecting the preferred option.
4. Enables NLCOG, Bossier Parish, and the Fenstermaker Team to design a project that takes into full consideration public concerns early in the design process thereby decreasing cost and delivery time of final design.
5. Allows for the development of a construction schedule that takes into consideration the special needs of the public.

Public Involvement

The public's involvement will identify in the early stages of this project both environmental sensitivity and community interest that may or may not arise as a result of studying the impacts of a new north-south roadway transportation corridor spanning through the central portions of Bossier Parish.

The public involvement for this project will take the form of the following items:

1) Solicitation of Views (SOV)

- a. Purpose: To inform interested persons and agencies of the proposed project and to allow them 30 days to comment. The SOV shall be made up of three parts: 1) SOV letter, 2) preliminary project description, and 3) the Study Area map. The SOV will be mailed out to all agencies identified in the state and agency list provided by LDOTD, and a list for Bossier Parish local agencies (provided by Bossier Parish).
- b. When: Early December 2006

2) Public Meeting No. 1

- a. Purpose: To get public input on initial two alignment concepts prepared by Bossier Parish prior to any work on the Environmental Assessment Study being performed
- b. When: Early January 2007
- c. Where: Bossier Parish Courthouse
- d. Advertisement Period: Begin 2 weeks prior to anticipated meeting date
- e. Advertisement Locations: Shreveport Times Newspaper and the Bossier Press Tribune Newspaper
- f. Public Opinion/Comment forms will be handed out to all attendees. Any follow up; including responses to the public's concerns will be included in the meeting minutes or later attached to the file when information is provided.

3) Property Owner Phone Calls

- a. Purpose: To contact each property owner affected by all project alternatives to inform them of the project, explain the NEPA process, and request permission to access their property if needed during all field exploration exercises.
- b. When: January 2007 to March 2007

4) Public Meeting No. 2

- a. Purpose: To get public input following the preliminary environmental inventory and the development of preliminary schematic alternatives. This meeting is to formally present all preliminary project alternatives, typical sections, and anticipated required rights of way needed for each alternative. The Team will make a presentation and provide knowledgeable staff to answer questions associated with environmental, engineering, and other project-related issues.
- b. When: June 2007
- c. Where: Bossier Parish Courthouse
- d. Advertisement Period: Begin 2 weeks prior to anticipated meeting date.
- e. Advertisement Locations: The Shreveport Times Newspaper and the Bossier Press Tribune.
- f. Public Opinion/Comment forms will be handed out to all attendees. Any follow up; including responses to the public's concerns will be included in the meeting minutes or later attached to the file when information is provided.
- g. Documentation concerning other projects being planned by other entities (outside of this project and scope) within the study area will be available for public display/viewing.

5) Public Hearing

- a. Purpose: The purpose of a public hearing is to ensure adequate public participation on the need of the proposed project involving the major social, economic, environmental, or transportation impacts. This hearing will also provide a formal opportunity for public comment on project alternatives and the social, economic, or environmental effects of the alternatives. The hearing will identify if the proposed project is consistent with local and/or regional planning goals. This hearing will represent the formal element of the public participation process.
- b. When: Late August-Early September 2007
- c. Where: Bossier Parish Courthouse
- d. Advertisement Period: A first Notice of Public Hearing will be published in newspapers between 30-40 days prior to the day of the public hearing. A second Notice of Public Hearing will be published in newspapers 5-12 days before the date of the public hearing.

- e. Advertisement Locations: Shreveport Times Newspaper and the Bossier Press Tribune
- f. All agencies and individuals from whom Solicitation of Views were solicited will be notified by mail of the public hearing.
- g. The Team will be responsible for taping and preparing a verbatim transcript of the public meeting. The Team will assist NLCOG in the distribution of the transcripts. The final document will also be provided to NLCOG as a PDF file on a CD.

PUBLIC MEETING NO. 1

**Bossier Parish Courthouse
204 Burt Boulevard
Benton, Louisiana 71006
2:00 P.M., Thursday, January 18, 2007**

B.1 - Newspaper Ad

Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish, Louisiana

What: Public Meeting to discuss the preliminary design concepts for the implementation of the widening of Swan Lake Road and the extension of Crouch Road.

When: Thursday January 18, 2007

Where: Bossier Parish Courthouse, Main Auditorium
204 Burt Boulevard
Benton, LA

Time: 2:00 p.m.

The Northwest Louisiana Council of Governments, in conjunction with the Louisiana Department of Transportation and Development, is planning to have a public meeting to discuss various preliminary design concepts for the improvements and implementation of a new roadway transportation facility in Bossier Parish, and to obtain initial public comments and opinions in the early planning stages of this project. The Crouch Road Extension will provide an additional North / South facility that will alleviate congestion, and reduce travel delay along the other North / South facilities (LA-3 & LA-3105) that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

**B.2 - Land Owner Invite Letter
(w/ Mailing List)**



Engineers • Surveyors
Environmental Consultants

January 5, 2007

**Re: Local Officials / Public Scoping Meeting
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana**

With regard to the above referenced project, C.H. Fenstermaker & Associates, Inc. is currently under contract with the Northwest Louisiana Council of Governments (NLCOG) to prepare an Environmental Assessment document for this proposed transportation facility located in Bossier Parish, Louisiana. Early in the planning stages of a transportation facility, input from the local landowners is essential to the progression of the Environmental Document and future stages of the project. As such, you have been identified to participate in this project. Please accept this letter as a request for you or your representative to attend a Scoping Meeting to be held on Thursday, January 18, 2007 at 2:00 p.m. at the Bossier Parish Courthouse located at 204 Burt Boulevard, Benton, Louisiana.

The purpose of this project scoping meeting is to make presentations concerning the project need, scope, and study approaches, identify issues of concern, and present the project schedule. Attached for your reference is a map showing the general location and study area of the project, along with a preliminary project description.

If you or your representative is unable to attend, please send me an email at dad@fenstermaker.com referencing the project information stated above, along with any comments you may have regarding the project. If you should have any comments that you wish to communicate via telephone, please feel free to call me at 337-237-2200.

Sincerely,

C. H. Fenstermaker & Associates, Inc.

Dax Douet, P.E.
Project Manager

ATKINS SONNIER FAMILY,
LANDS, LLC
ET AL
P.O. BOX 71172-2369

D.E. BURCHETT, JR
ET AL
P.O. BOX 92
BENTON, LA 71006

GINA SEWELL CURTIS
1565 DEEN POINT ROAD
BENTON, LA 71006

CYPRESS BAY TOWNHOUSE ASSOCIATION, INC
1569 PARKS ROAD
BENTON, LA 71006

CYPRESS-BLACK BAYOU RECREATION, &
WATER CONSERVATION DISTRICT
BENTON, LA 71006

DAVID JOSEPH PATTRIDGE & LAURA SUE
FOOSHEE PATTRIDGE
CO-TRUSTEES
1711 PARKS ROAD
BENTON, LA 71006

DAVID J DISIERE
P.O. BOX 167888
IRVING, TX 75016

LARRY JOE EARNEST
BEVERLY M EARNEST
3820 WEST 70TH ST.
SHREVEPORT, LA 71108

ARCHIE L EVANS
348 WYCHE ROAD
BENTON, LA 71006

CHARLES GRAPPE
KELLEY GRAPPE
P.O. BOX 159
SAREPTA, LA 71071

MARY ALICE GIBNER
ZEIGLER-CLARK LLC
P.O. BOX 56
SPEARMAN, TX 79081

HOMER R HARVISON, JR
3803 MCCOY STREET
BOSSIER CITY, LA 71111

BENNY MARSHALL HAMLIN
ROBYN GAIL HAMLIN
P.O. BOX 1267
BENTON, LA 71006

RUSSELL L LEWIS
1098 LINTON ROAD
BENTON, LA 71006

FREDDY LINDY
BARBARA LINER LINDY
1250 PARKS ROAD
BENTON, LA 71006

MERRITT LAND CO, LLC
CONNIE JO MERRIT HATTEN
2638 VANCEVILLE ROAD
BOSSIER CITY, LA 71111

RICKY DALE MURRELL
PATRICIA COCKRAN MURRELL
1621 DEEN POINT ROAD
BENTON, LA 71006

LAWRENCE H NICKEL
MAURINE MITCHELL
ET AL
115 NICKEL LANE
BENTON, LA 71006

STINSON PARKS, SR
ET AL
C/O ERVIN G WILLIAMS
1263 E 88TH PL
LOS ANGELES, CA 90002

MATTHEW THOMAS PARTAIN
C/O MARY ANN LONG SAUCIER
1685 DEEN POINT ROAD
BENTON, LA 71006

EDGAR EUGENE SOLOMON
PATRICIA NAYMAN SOLOMON
252 WYCHE ROAD
BENTON, LA 71006

THOMAS CRAWFORD WYCHE
WILLIAM WEST WYCHE
268 WYCHE ROAD
BENTON, LA 71006

JOE Q WILLIAMS
ET AL
C/O JOE Q WILLIAMS, JR
1018 PARKS ROAD
BENTON, LA 71006

RICKYE ALLEN WELTON
MARIANNE LAFITTE WELTON
1675 DEEN POINT ROAD
BENTON, LA 71006

MRS. BEARDEAN MOSLEY
3580 GEORGIA STREET
GARY, IN 464409

MRS. BARBARA BEARDEN
1080 DEEN POINT ROAD
BENTON, LA 71006

MR. DONNIE LEFLETT
167 SOUTHWOOD DRIVE
BOSSIER CITY, LA 71111

ATKINS & SONNIER FAMILY LANDS, LLC
P.O. BOX 72369
BOSSIER CITY, LA 71172-2369

MR. ALFRED CLOUD
2118 SWAN LAKE ROAD
BOSSIER CITY, LA 71111

MRS. FRANCES HARRIS
2194 SWAN LAKE ROAD
BOSSIER CITY, LA 71111

KEITHA AVANT
472 MERRIT ROAD
BENTON, LA 71006

MR. JOHN HAMILTON
2903 SWAN LAKE ROAD
BOSSIER CITY, LA 71111

BRAD COOPER
5012 WESTRILEE DRIVE
BENTON, LA 71006

JACQUELINE GRIFFIN
101 ADMIRAL PORTER DRIVE
SHREVEPORT, LA 71115

B.3 - Meeting Minutes



Meeting Minutes

Project: State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

Date / Time: January 18, 2007
Start time: 2:00 p.m.

Meeting Location: Bossier Parish Courthouse

Attendees: Dax Douet, P.E - Project Manager (Fenstermaker)
Brad Hamilton P.E. - Senior Environmental Consultant (Fenstermaker)
Larry Lovas P.E. - Environmental Engineer, C.H. Fenstermaker & Associates
Dr. Norman Doulich - LSU Shreveport
Kurt Nixon, P.E. - Coyle Engineering
Sammy Craft, P.E. - Consultant
Kent Rogers, NLCOG (with other representatives from NLCOG)
Butch Ford, P.E. - Bossier Parish Police Jury
Bruce Easterly, P.E. - Consultant to Bossier Parish Policy Jury
General Public

Note: Meeting minutes were summarized from a digital recording of the meeting. All speakers who did not properly introduce themselves at a level at which the digital recording could capture are referenced in the minutes as "Speaker".

General Comments

Dax Douet opens with prepared presentation (Refer to Presentation for outline and topics discussed) (Meeting minutes will not detail narration of presentation)

Brad Hamilton explains the wetland delineation process, land owners cooperation, and air and noise readings that are needed.

Dr. Doulich comments:

We are heading up the social part of the study. We will be looking at residents that have to be relocated, what new construction will do to emergency response times, and perceptions of land owners on the quality of their land due to this project.

Susan Beal comments w/ LSU Shreveport:

Businesses, traffic flow, property values, population travel patterns, and the potential for dumping along the new route. Study will look at things such as light commercial and see how it is impacted.

Kurt Nixon comments on Line & Grade Study.....

We will be looking at road classifications. Then based upon these classifications, we will decide on road widths, horizontal curves, and various other design features. At this point, we will compute cost estimates for the different routes.

Public Comments

Barry Butler @ 1988 Swan Lake Rd.

Didn't get a letter asking for comments. Would like the right-of-way verified, thinks it is incorrect now. People have been told by parish that they are proposing a 5-lane road. Wondering why they don't do a 5 -lane road now instead of 2 lanes.

Dax Douet responds that Neel-Schaffer is doing a traffic study to obtain "peak hour volumes" to project how it will be in 20 years from now. The traffic study will recommend the type of road needed from this.

Barry Butler comments.....

Existing bridge on Swan Lake, hopes the bridge will be replaced before the North-South Corridor project begins due to the increasing traffic that will be passing over the bridge.

Speaker comments....

Was told that this road would be built in a year and was not. If disaster happens around Benton Rd. or Hwy 3, they will be stuck.

Dax Douet comments.....

Emergency response times will be a key to the purpose and need of this project. The parish is very aggressive about getting the project done.

Brad Hamilton comments....

Public officials want to begin now, but have to go through a federal process since federal funds are involved. Everyone is trying to get it done as quickly as possible.

Speaker comments....

When will they know when it will affect their individual property?

Dax Douet comments....

Once the line & grade portion is done, impacts to properties can be better accessed. Hopefully after the first public meeting, somewhere around April-May 2007.

Brad Hamilton Comments.....

We are preparing the Environmental Assessment Document. When complete, it will then go into design. Afterwards, this project will go to construction (assuming no problems).

Dax Douet comments.....

Engineering Design Phase is where a Land Surveyor produces the official right-of-way acquisition maps which are where every property along the route will be researched in the court house. This report is meant only to inform the agencies how much everything will "generally" cost, and then guide into getting the funding in line to begin the design and construction phases. We cannot tell who will be affected until the design phase and we produce right-of-way maps. Then someone will approach property owners and get into negotiations to acquire land.

Speaker comments....

When will we know the alternate routes?

Dax Douet Comments....

Approximately the first public meeting. Right now there are 2 suggested routes. We need your comments.

Brad Hamilton comments....

We can't go into this study with a pre-determined idea. We need to find out the most economically feasible with the least impacts, and we will have a recommended alternate at our first public meeting which will be in May. We need suggestions up front so the process is not delayed.

Don Sonnier Jr. comments....

Owens property where yellow line is suggested on map. Any way we could draw the road along section line and through already dedicated parish roads? None of the alternatives show that.

Dax Douet comments....

Yes, they are off. Once all information is gathered, we will be able to give more details.

Freddy Lindey ...

20 acres where you are tying in, of the 2 routes, is there one that you are leaning towards? Would you agree that the road to the left would be cheaper to build as regarding the wetlands?

Dax Douet comments.....

Obviously simple math will tell you the shortest distance would be the cheapest but if a route is going through wetlands it may not be the cheapest, so we can't answer that now.

Mr. Lindey comments....

Is there any reason this preferred route hooks to the right? As opposed to going straight?

Brad Hamilton comments....

No reason, we will look at it.

Butch Ford comments....

It's been a long process, and all we did was draw lines. We just want to find a way to get from point A to point B, but we just didn't dream this up. Bossier Parish took tax payers money, and we hired a consultant that came up with some recommendations. They recommended there be another North-South Corridor in Bossier Parish along the Swan Lake area. The reason being that LA 3 already has 23,000 cars a day traveling up and down it, and Airline has 11,000 cars going down it and if the parish continues growing, the traffic on Airline and LA 3 will get worse. When the lines were drawn, not a lot of time was spent on them.... which is why the consultants were hired to determine the preferred route.

Mr. Lindey comments...

Does this project have the same ability to expropriate lands as the state road that connects to 448?

Butch Ford comments....

The parish does have the right to expropriate property. We had to do it on Airline Drive and other roads as well.

Comments on 5- Lane as opposed to 2- Lane....

The traffic count on Swan Lake road today is about 900 cars. As this area grows over the next 20-30 years, the road will have to be widened. You design for your best projections today, and when the area grows you add to it. These gentlemen are hired to project what the cross sections will be, and in my opinion a 2-lane road with turning lanes would be sufficient. So, the consultants will research and give us suggestions and the police jury will decide what's best to do.

Speaker comments.....

You say you will have your route at the next meeting, so we need to comment now? And you say you will dodge the wetlands? I have an airport so dodging to the east would be better for me. He'd like to see the blue alternate. But it will be in the wetlands so you won't do it.

Dax Douet comments....

Comment is taken, we'll assess what are those wetlands, how much, what's the magnitude of it, what would be the mitigation impact going through it. This will all go into the total cost. When these costs are compared to X amount verses X amount, and alternatives have overwhelmingly supported, it will be up to the parish & agencies to decide whether to go with the supporting alternate or the cost efficient alternate.

Mr. Parks comments.....

Property on Parks Road, concerned the highway will come across my property.

Donnie Lefflit(?) comments....

Owens 80 acres on Dean Point Rd., one of the lines is coming through it. Has anyone thought of 4-laning Crouch Road or cutting across over to Swan Lake? Has that even been considered since there is a lot of wetlands where the alternate lines are?

Butch Ford comments....

The reason why we choose this preferred area is due to the base flood elevation on Dean Point Road changing from 173 to 169. So if you look at that area, you don't have to put as much fill. If we find this feasible to get built, a lot of the property will be able to get developed.

Dax Douet asked for any other comments. There being none. Dax Douet adjourns meeting.

END

B.4 - PowerPoint Presentation

**Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)**



PUBLIC MEETING



Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)



Agenda

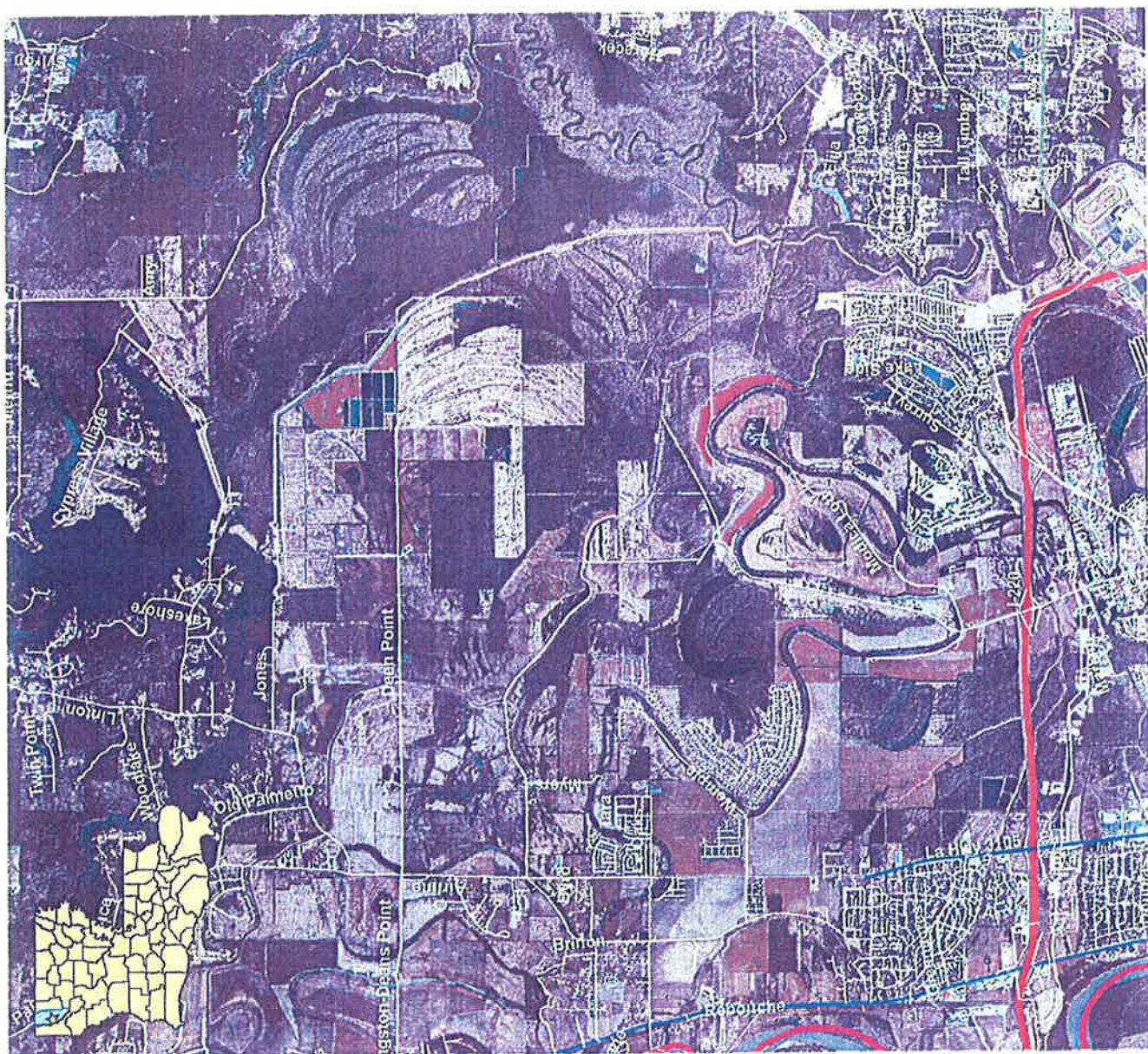
- Project Need, Scope and Study Approaches
- Typical Sections
- Solicitation of Views Responses
- Plan for Stakeholder Outreach
- Project Schedule

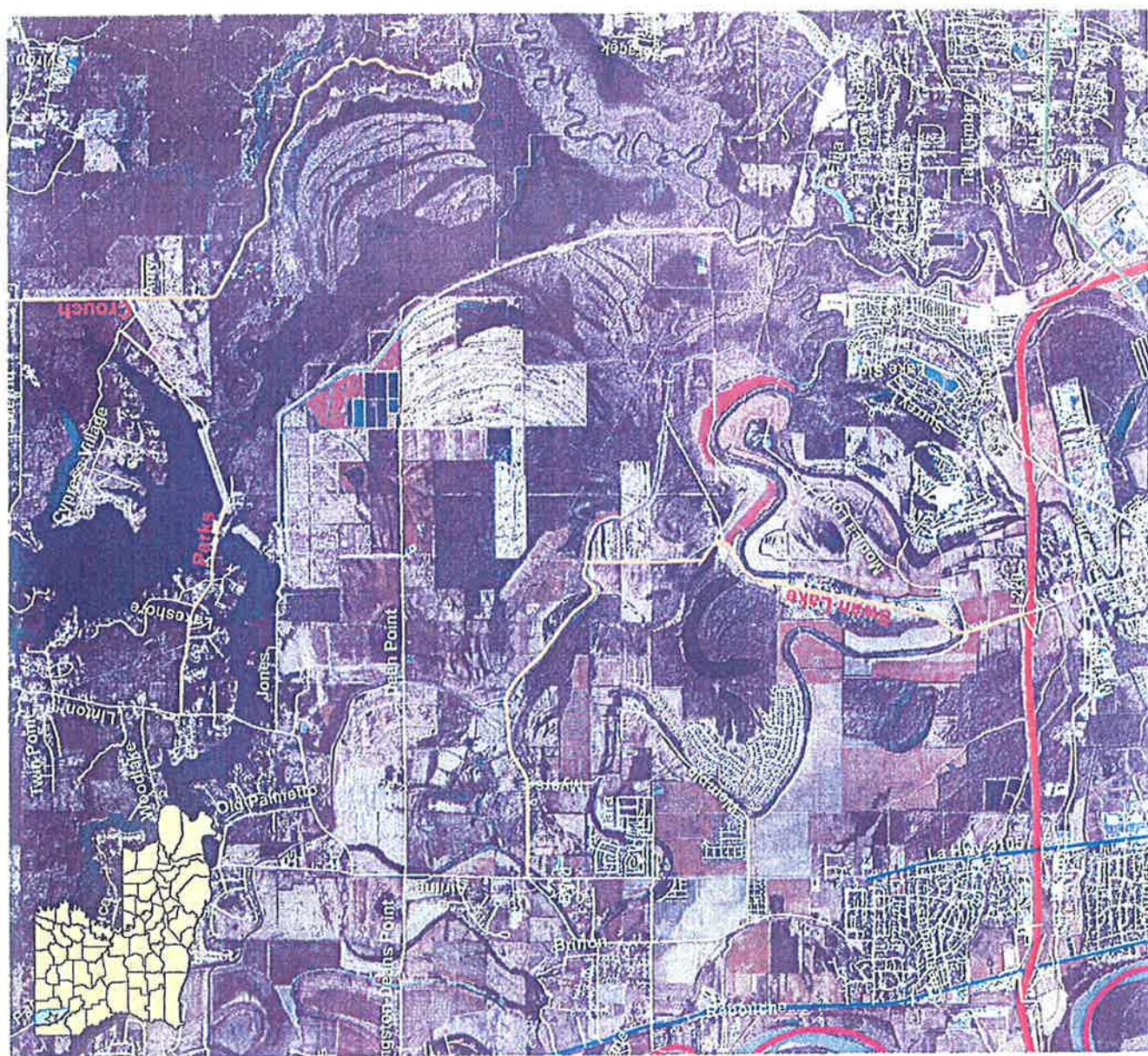


Purpose & Need

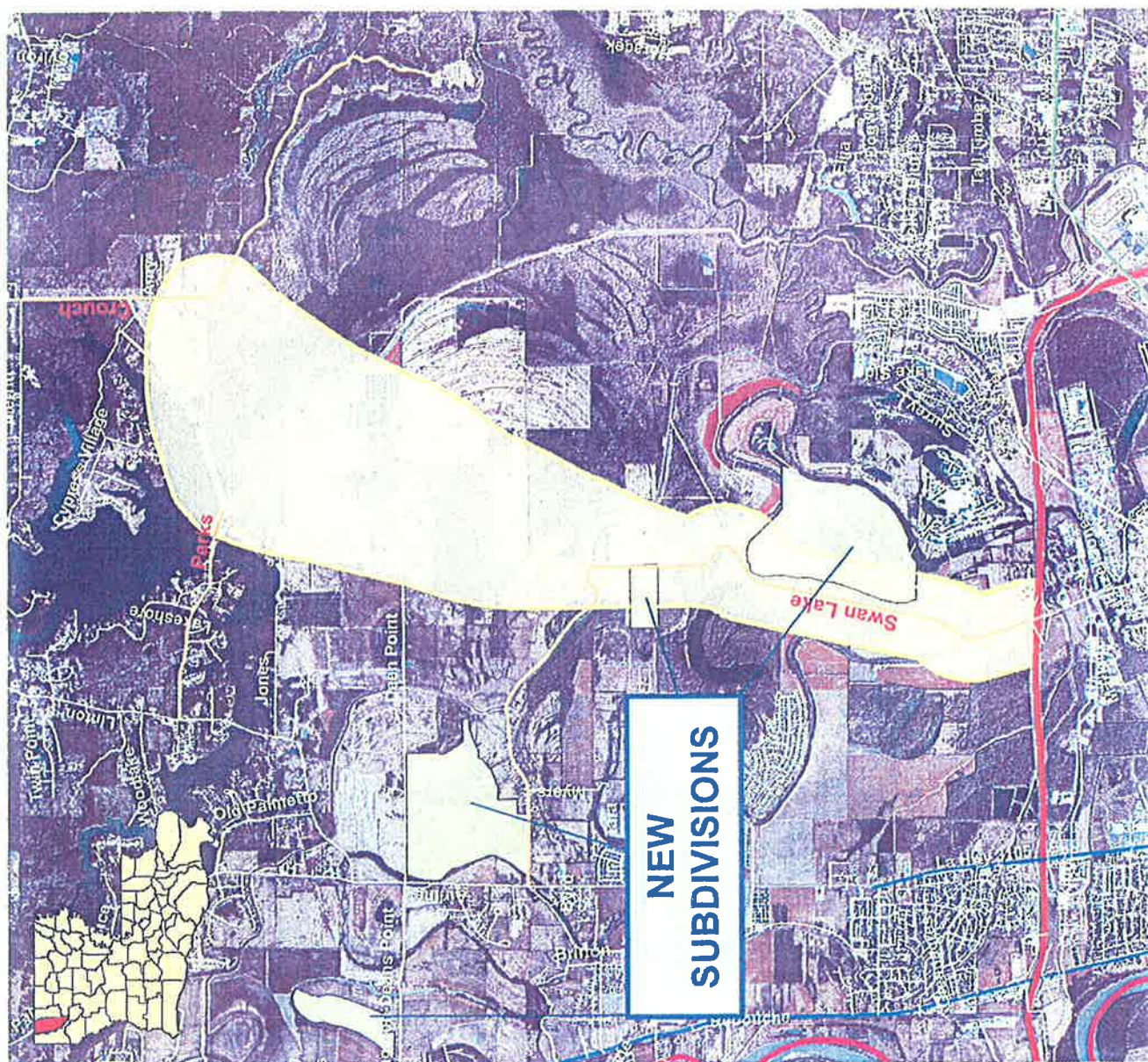
- “The widening, realignment, and extension of Swan Lake Road to Parks Road will provide an additional North-South facility that will aim to alleviate congestion, and reduce travel delays along other North-South facilities (LA 3 and LA 3105)” (Reference: Stage 0 Report);
- Project aimed at planning for the anticipated growth rate of approximately 13% in the next two decades;
- Bossier Parish growing at a faster pace than statewide rates in Louisiana;
- Planning in advance to meet the future travel demands of both the City and Parish, and to ensure save and efficient movement of people and goods throughout growing areas of the Parish;
- Proposed residential subdivisions being planned that will have a great impact on travel demand;
- Proposed school being planned within the project area.

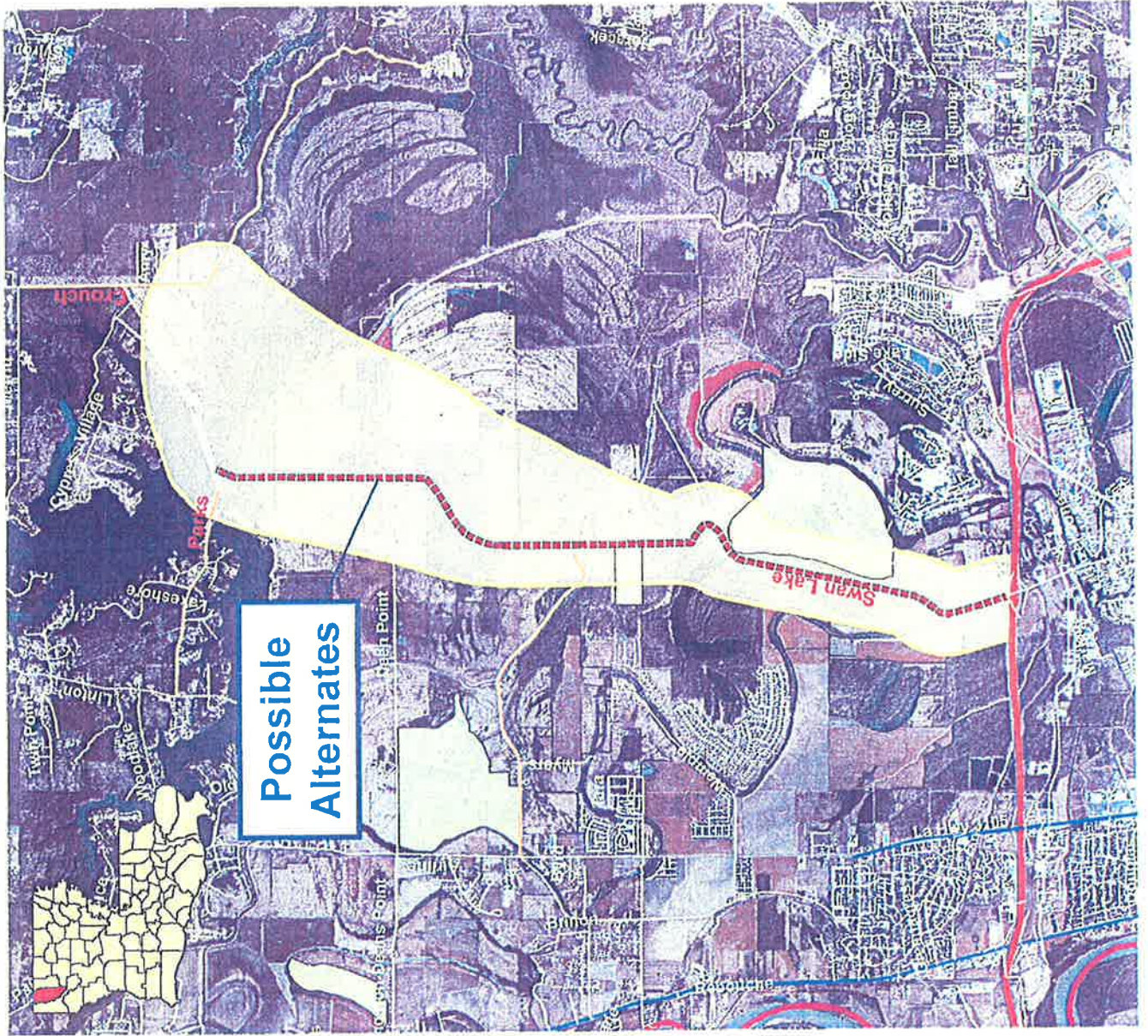
Scope & Study Approaches

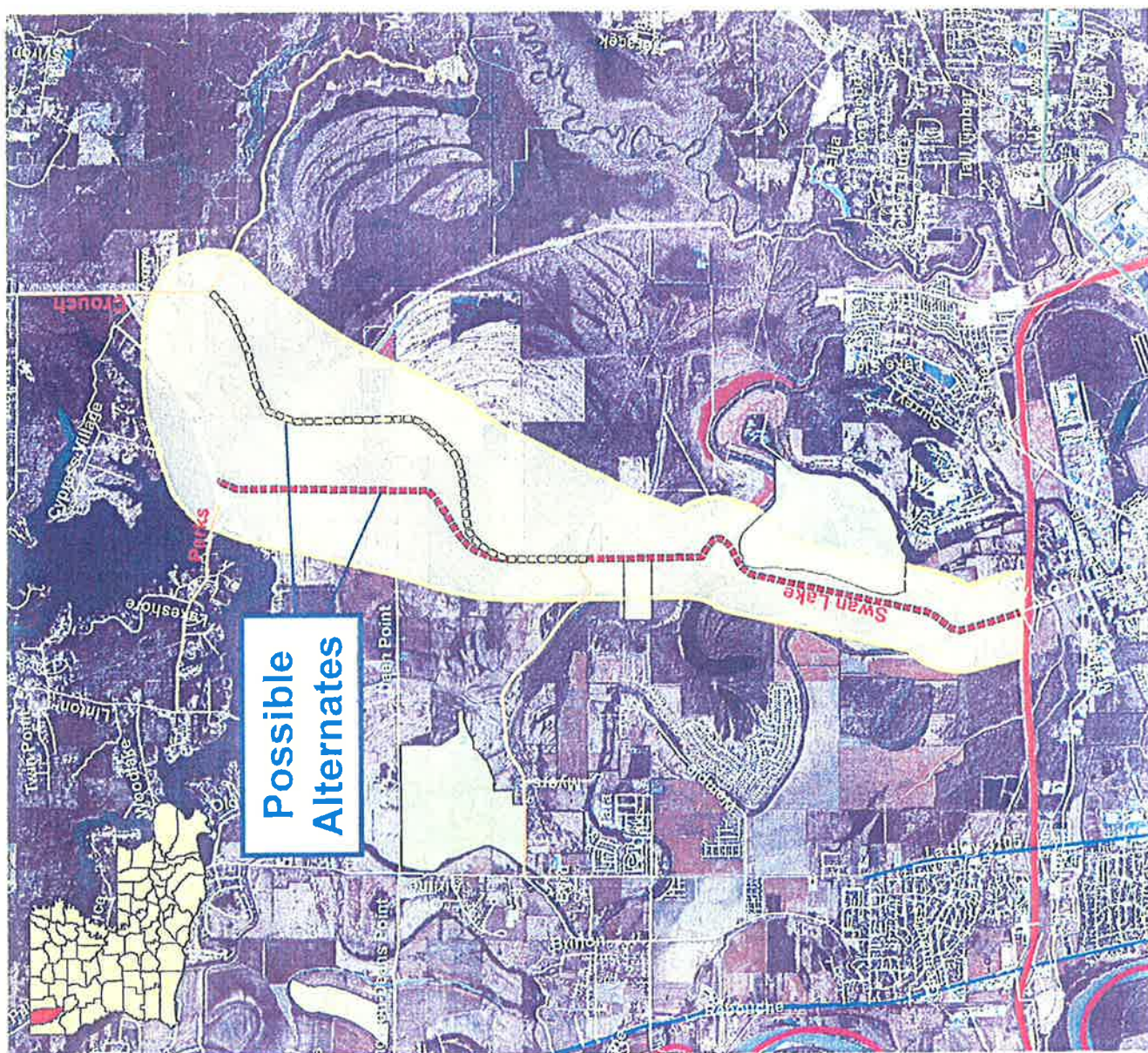






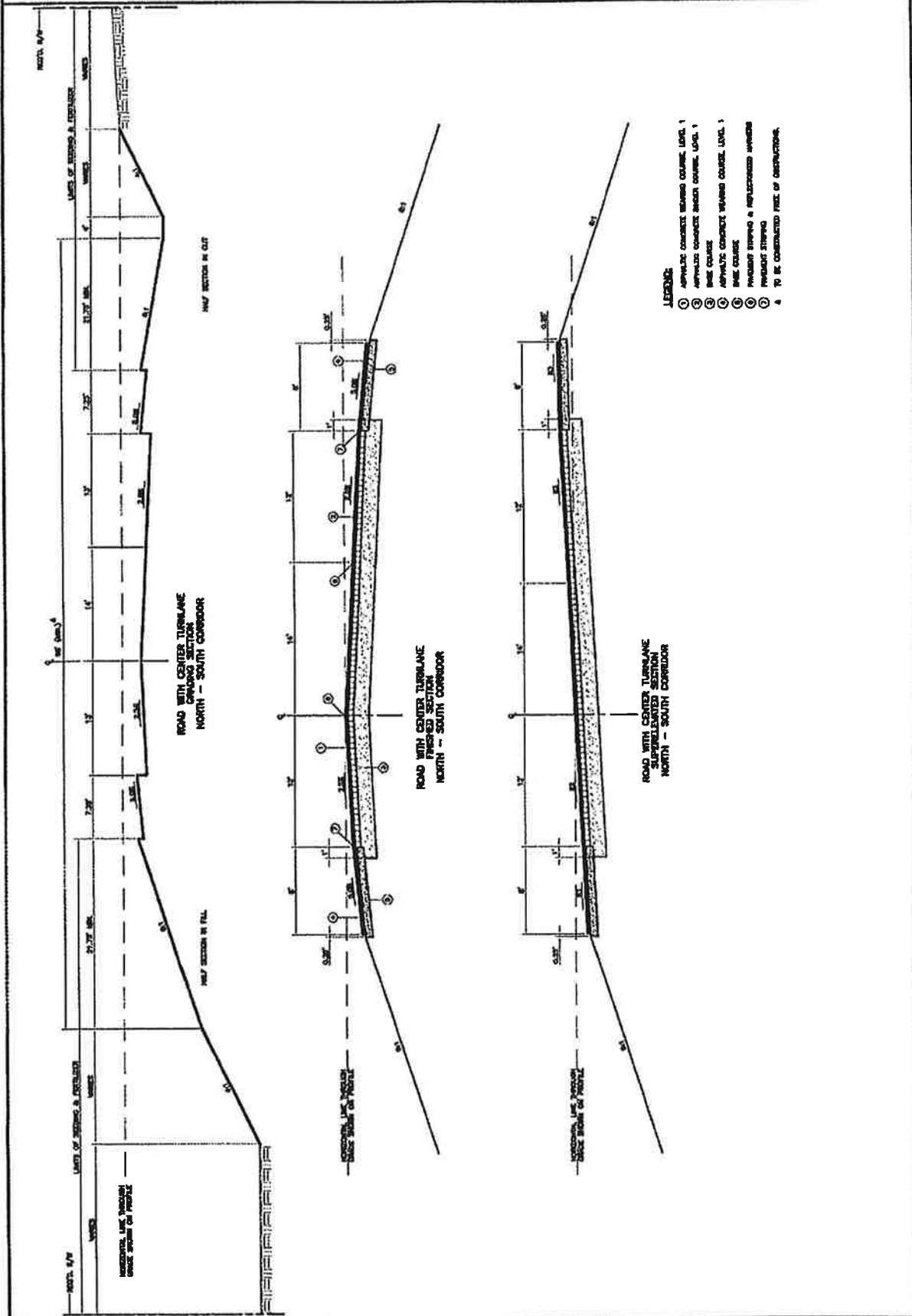




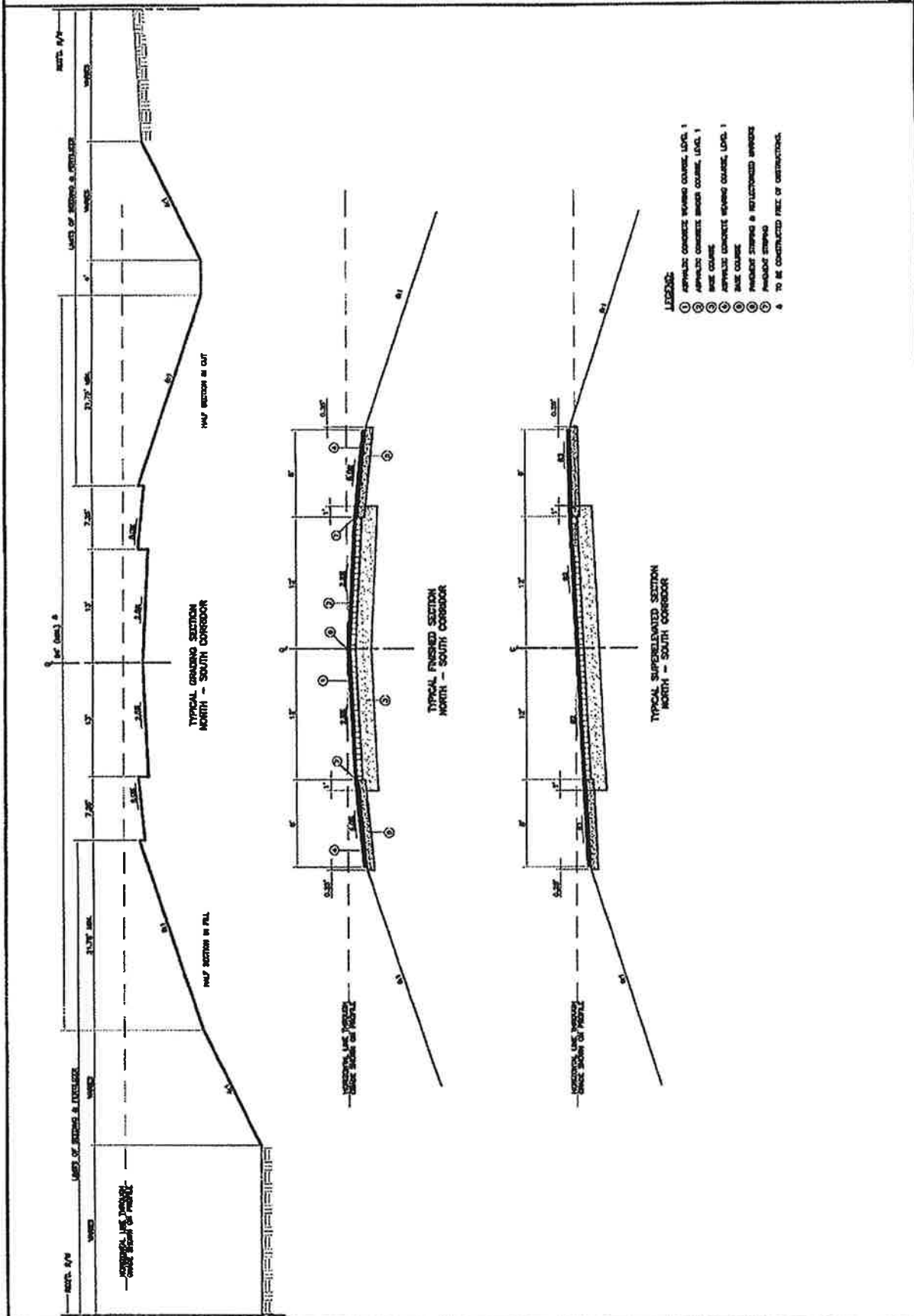


Typical Sections

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9781472014162



**Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)**



Solicitation of Views



Engineers - Surveyors
Environmental Consultants

December 7, 2006

State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

Re: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (LDOTD) with the early identification of possible adverse economic, social or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a map showing the general location and study area of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by Monday January 15, 2007. Please reference the above State Project number in your reply. Replies should be addressed to C. H. Fenstermaker & Associates, Inc., 135 Regency Square, Lafayette, LA, 70508.

Very truly yours,
C. H. Fenstermaker & Associates, Inc.


Dax Doucet, P.E.
Project Manager

A letter requesting Solicitation of Views was mailed to a list of State and local agencies, as well as land owners in the vicinity of the proposed project.



135 Regency Square - Lafayette, LA 70508 - 337.237.2700 phone - 337.237.2799 fax - www.fenstermaker.com
A Professional Corporation

STATE ENVIRONMENTAL MAILING LIST (2005/07)

HONORABLE BOBBY JINDAL
US HOUSE OF REPRESENTATIVES
3525 NORTH CAUSEWAY BLVD., #1020
METAIRIE, LA 70002

HONORABLE JIM McCREERY
US HOUSE OF REPRESENTATIVES
6425 YOREE DRIVE #350
SHREVEPORT, LA 71101-4600

HONORABLE CHARLES BOUSTANY, JR
US HOUSE OF REPRESENTATIVES
800 LAFAYETTE ST., SUITE 1400
LAFAYETTE, LA 70501

DEPT OF CULTURE REC & TOURISM
DIVISION OF ARCHAEOLOGY
P.O. BOX 44247
CAPITOL ANNEX 3rd FLOOR
BATON ROUGE, LA 70804

MS LISA MILLER
DEQ - OFFICE OF MGMT & FINANCE
CONTRACTS & GRANTS DIVISION
P.O. BOX 4303
BATON ROUGE, LA 70821-4303

CURTIS F. HOGAN / LAF ECON
211 DEVALCOURT ST
LAFAYETTE, LA 70506-4121

STATE PLANNING OFFICE
CAPITOL ANNEX BUILDING, 2nd FLR.
P.O. BOX 94095
BATON ROUGE, LA 70804-4095

LA NATURAL HERITAGE PROGRAM
LA DEPT OF WILDLIFE & FISHERIES
P.O. BOX 98000
BATON ROUGE, LA 70898-9000

LA STATE MINERAL BOARD
P.O. BOX 2827
BATON ROUGE, LA 70821-2827

DEPT OF TRANSPORTATION
FEDERAL AVIATION
ATTN: ASW-472
FORT WORTH, TX 76193

HONORABLE WILLIAM J. JEFFERSON
US HOUSE OF REPRESENTATIVES
500 POYDRAS STREET
NEW ORLEANS, LA 70130

HONORABLE RODNEY ALEXANDER
US HOUSE OF REPRESENTATIVES
1900 STUBBS AVE., SUITE B
MONROE, LA 71201

HONORABLE MARY LANDRIEU
UNITED STATES SENATOR
FEDERAL BUILDING, ROOM 326
707 FLORIDA BLVD.
BATON ROUGE, LA 70801-1713

DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
P.O. BOX 66336
BATON ROUGE, LA 70896

DEPT OF AGRI & FORESTRY
OFFICE OF SOIL / WATER CONSERV
P.O. BOX 3554
BATON ROUGE, LA 70821-3554

DEPT OF WILDLIFE & FISHERIES
ATTN: MR. MAURICE WATSON
P.O. BOX 98000
BATON ROUGE, LA 70898-9000

MR. DONALD GOHMERT
NATURAL RESOURCES CONSERV SERVICE
3737 GOVERNMENT STREET
ALEXANDRIA, LA 71302

MR. MICHAEL P. JANSKY
6ENXP
ENVIRONMENTAL PROTECTION AGENCY
1445 ROSS AVENUE
DALLAS, TX 75202-2733

DIVISION OF ADMINISTRATION
STATE LAND OFFICE
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BATON ROUGE, LA 70804

DEPT OF WILDLIFE & FISHERIES
ECOLOGICAL STUDIES SECTION
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GONZALES, LA 70737

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HONORABLE DAVID VITTER
UNITED STATES SENATOR
2800 VETERANS BLVD., STE 201
METAIRIE, LA 70002

FEDERAL ACTIVITIES BR (6E-F)
US ENVIRON PROTECTION AGCY
1445 ROSS AVENUE
DALLAS, TX 75202-2733

LA DEPT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
P.O. BOX 94275 (625 NORTH 4th)
BATON ROUGE, LA 70804-9275

LA GOOD ROADS ASSOCIATION
ATTN: MR. PRESTON EGGERS
646 NORTH STREET
BATON ROUGE, LA 70802

MR. W. LAURENCE DOXSEY
US DEPT OF HOUSING / URBAN DEVEL.
ONE ALAMO CENTER
106 S. ST. MARY'S STREET
SAN ANTONIO, TX 78205

SE REGION NATIONAL PARK SERVICE
ATTN: ANITA J. JACKSON
100 ALABAMA ST. SW
1924 BUILDING
ATLANTA, GA 30303

US DEPT. OF THE INTERIOR
REGIONAL ENVIRONMENTAL OFFICE
P.O. BOX 26567 (MC-9)
ALBUQUERQUE, NM 87125-6567

DEPT ECONOMIC DEVELOPMENT
OFFICE OF COMMERCE & INDUSTRY
P.O. BOX 94185
BATON ROUGE, LA 70804-9185

EXECUTIVE DIRECTOR
LA FORESTRY ASSOCIATION
P.O. DRAWER 5067
ALEXANDRIA, LA 71301

US DEPT OF COMMERCE
ECONOMIC DEVELOPMENT ADMIN
327 CONGRESS AVE., SUITE 200
AUSTIN, TX 78701

US ENVIRON PROTECTION AGENCY
OFFICE OF GROUNDWATER
1445 ROSS AVENUE
DALLAS, TX 75202-2733

MR. TROY HILL, CHIEF
MARINE & WETLANDS SECTION (6WQ-EM)
US EPA - REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

MS. JANE B. WATSON, Ph.D.
CHIEF, ECOSYSTEMS PROTECTION BRCH.
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DALLAS, TX 75202-2733

MR. MARK S. DAVIS
EXECUTIVE DIRECTOR
COALITION TO RESTORE COASTAL
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BATON ROUGE, LA 70802

CHOUSHATTA TRIBE OF LA
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ELTON, LA 70532

MISSISSIPPI BAND OF CHOCTAW INDIANS
PHILLIP MARTIN, CHAIRMAN
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PHILADELPHIA, MS 39350

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GEOLOGICAL SURVEY
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BATON ROUGE, LA 70806

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LAFAYETTE, LA 70506

ENVIRONMENTAL ASSESSMENT
SIERRA CLUB / DELTA CHAPTER
P.O. BOX 19469
NEW ORLEANS, LA 70179-0469

MR. FRANK DEFFES
DHH / PUBLIC HEALTH / SANITARIAN
ROOM 210
P.O. BOX 60630
NEW ORLEANS, LA 70160

LOUISIANA STATE UNIVERSITY
SEA GRANT LEGAL PROGRAM
170 LAW CENTER, LSU
BATON ROUGE, LA 70803-0118

FLOODPLAIN MANAGEMENT PGM
DOTD - ROOM 430
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BATON ROUGE, LA 70804-9245

JEAN BAND OF CHOCTAWS
BEVERLY C. SMITH, CHAIRPERSON
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JENA, LA 71342

QUAPAW TRIBE OF OKLAHOMA
TAMARA MARTIN, CHAIRMAN
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QUAPAW, OK 74363-0765

UNITED HOUMA NATION
BRENDA DARDAR, CHAIRMAN
20986 LA HWY 1
GOLDEN MEADOW, LA 70357

LA STATE ATTORNEY GENERAL
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BATON ROUGE, LA 70804-9095

MR. GREG SOLVEY
FEMA REGION VI
800 NORTH LOOP 288
DENTON, TX 76201

OFFICE OF STATE PARKS
DEPT OF CULTURE REC & TOURISM
P.O. BOX 44426
BATON ROUGE, LA 70804

MS. CLAUDIA NISSLEY, DIRECTOR
ADVISORY COUNCIL
HISTORIC PRESERVATION
12136 WEST BAYAUD AVE #330
LAKEWOOD, CO 80228-2113

COMMANDER
8th COAST GUARD DISTRICT
500 POYDRAS STREET
NEW ORLEANS, LA 70130

DEPT OF HEALTH & HOSPITALS
DIV. OF ENVIRONMENTAL HEALTH
ATTN: DOUG VINCENT, CHIEF ENGR.
6867 BLUEBONNET ROAD
BATON ROUGE, LA 70810

CHITIMACHA TRIBE OF LA
ALTON LEBLANC, CHAIRMAN
P.O. BOX 861
CHARENTON, LA 70523

TUNICA BILOXI INDIANS OF LA
EARL J. BARBRY, SR., CHAIRMAN
P.O. BOX 331
MARKSVILLE, LA 71351

CADDO ADAI INDIANS OF LA
RUFUS DAVIS, JR., CHAIRMAN
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ROBELINE, LA 71469

CLIFTON CHOCTAW TRIBE OF LA
ROY L. TYLER, CHAIRMAN
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CLIFTON, LA 71447

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MONA KOEGL, DIRECTOR
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APALACHEE TRIBE OF LA
GILMER BENNETT
P.O. BOX 84
LIBUSE, LA 71348

OFFICE OF INDIAN AFFAIRS
JOEY STRICKLAND, DIRECTOR
365 N. FOURTH STREET
P.O. BOX 94004
BATON ROUGE, LA 70804-9004

ALABAMA COUSHATTA TRIBE OF TEXAS
KEVIN BATTISE, CHAIRMAN
571 STATE PARK ROAD 56
LIVINGSTON, TX 77351

DEPT OF AGRI & FORESTRY
OFFICE OF FORESTRY
P.O. BOX 1628
BATON ROUGE, LA 70821

Comments Received

As of 1/17/2007

Agency	Comment
U.S Army Corps of Engineers	May require Permit in wetland areas
La. Dept of Environmental Quality	May require water discharge permits and storm water construction permits
La. Dept. of Natural Resources	Plugged and abandoned wells and over 100 water wells in area.
Environmental Protection Agency	No Objections
La. Dept. of Agriculture and Forestry	No Comments
La. Dept. of Culture, Recreation and Tourism	No Objections
La. Office of State Parks	No Objections
City of Bossier City	No Objections
La. Dept. of Wildlife & Fisheries	Two bottomland hardwood forests and a Cypress-tupelo swamp located within 1 mile of project
Natural Resources Conservation Services (NRCS)	Probable mitigation due to wetlands loss; adverse impact to lands enrolled in Farm Bill Programs

Environmental Issues

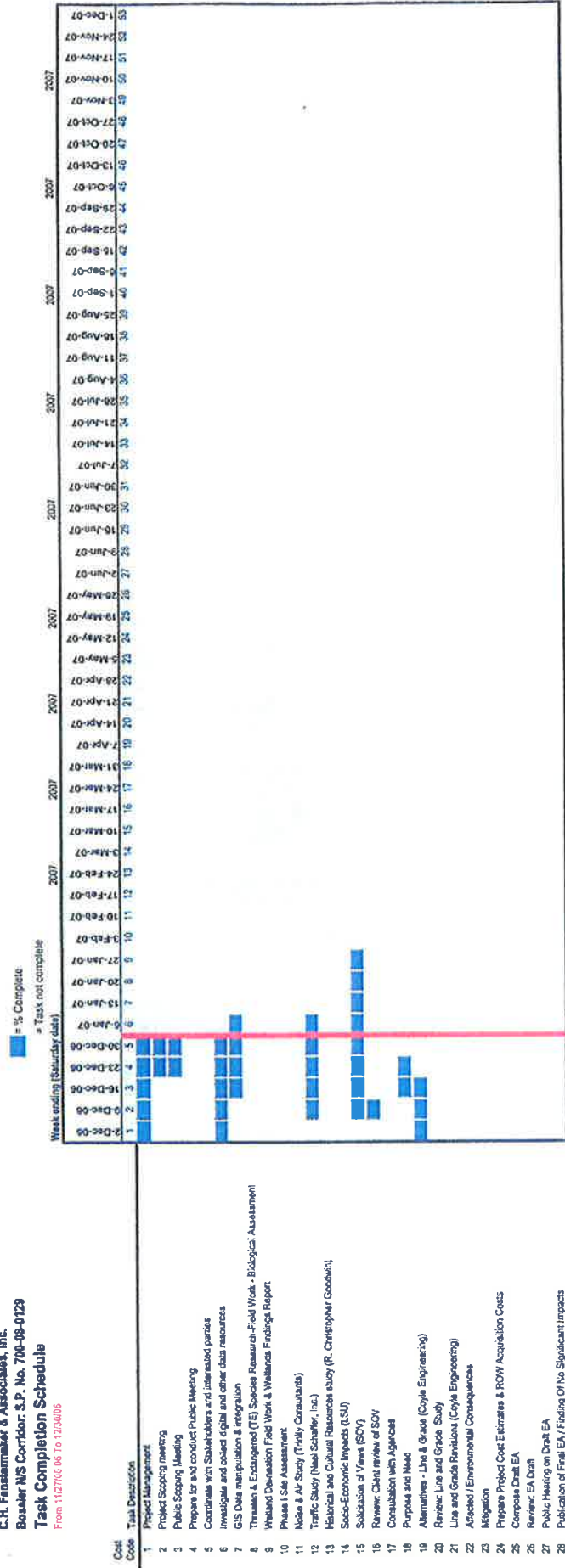
- Wetlands
- Farm Bill Projects
- Historical/Archaeological
- Socio-economic Impacts
- Air Quality Impacts
- Significant Trees
- Relocations
- Other

Plan for Stakeholder Outreach

- **Public Scoping Meeting**
- **Public Meeting**
- **Public Hearing**

Project Schedule

C.H. Fenstermaker & Associates, Inc.
Bozler NIS Corridor S.P. No. 700-08-0129
Task Completion Schedule
 From 1/27/06 to 12/31/07



B.5 - Public Comments



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

PUBLIC MEETING THURSDAY JANUARY 18, 2007

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

FROM PARK ROAD.

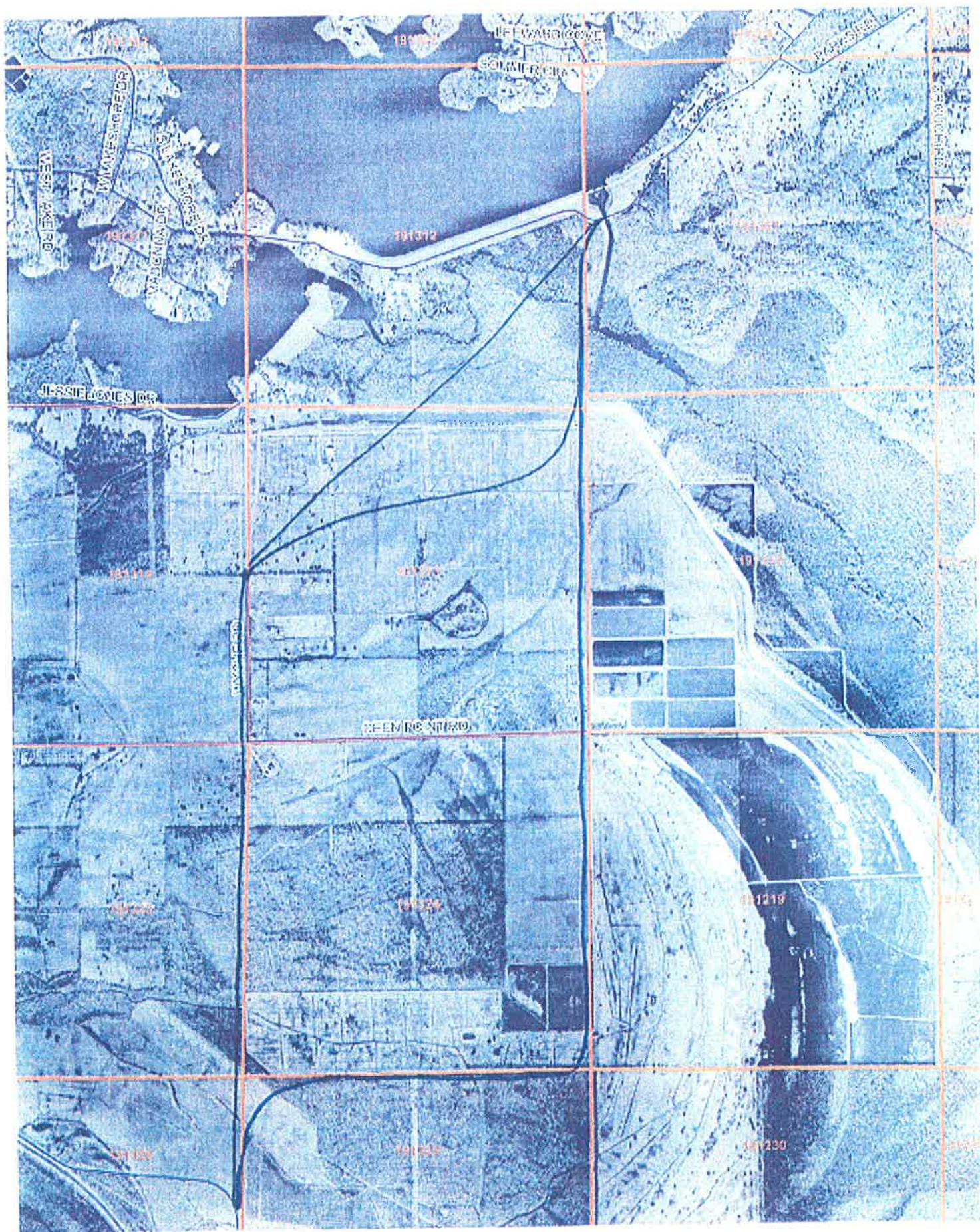
I SUGGEST TWO POSSIBLE ROUTES. THE FIRST WOULD EITHER COME ACROSS FRONT AIRSTRIP OR TRAVERSE THE EAST END OF IT THEN TIE INTO WYCHE ROAD. FROM THERE PROCEED DIRECTLY TO THE JUNCTION WITH SWAN LAKE ROAD. THE SECOND WOULD GO SOUTH ALONG PROPERTY LINES AT EAST END OF 191323 & 191324 THEN ALONG NORTH EDGE OF 191325 THEN ~~THROUGH~~^{THROUGH} INTO SWAN LAKE ROAD. WORKING ALONG THESE PROPERTY LINES WOULD HAVE THE LEAST IMPACT ON THE OWNERS & THEIR OPERATIONS. THE WYCHE ROAD ROUTE WOULD ALSO BENEFIT FARM HOME OWNERS WITH A DECENT ROAD TO THEIR PROPERTIES. IT WOULD ALSO BE ON HIGHER GROUND THAN A MORE EASTERN ROUTE, MORE LIKELY TO ENCOURAGE GROWTH & DEVELOPMENT ALONG THAT CORRIDOR.

Please deliver form to a project representative or return by mail to:

Dax A. Donet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com







State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor

PUBLIC MEETING THURSDAY JANUARY 18, 2007

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

I feel the red line is the best choice. However, less people will be affected if the road were to follow more closely to the petition lines.

I am selling my house and moving back to our farm house and the yellow line is going through either my house or my driveway. It is also taking part of our fish ponds. ~~if~~ If the yellow line is chosen then I would hope it could go behind my home and not in my driveway.

The yellow line is also going through a lot of wetlands, not to mention the several hundred cows that would be displaced on our farm.

Please let me know the progress you are making on deciding the route. Thanks!

Laura Lee LeBlanc

Please deliver form to a project representative or return by mail to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508



Email: dad@fenstermaker.com



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

PUBLIC MEETING THURSDAY JANUARY 18, 2007

COMMENTS

To: Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc

From: Barbara G. Bearden

Thank You for the 1/18/07 Public Meeting with information, introduction of participants and response to questions about the proposed project. I appreciated being able to attend.

My suggestion would be for the approved route to come South from Parks Road to Swan Lake Road thus:
Parks Road angling southwesterly to Jesse Jones Road thence South to Wyche Road south to and across Deen point Road thence south through Section 24 to Swan Lake Road. (see diagram)

Please deliver form to a project representative or return by mail to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



Bossier Parish Road Projects

Bossier Parish Roads

Current Road Alternate Route

Type

Extension

Extension

Proposed

0 2,000 4,000 Feet

Information Provided By Bobby W. Eakinman, Assessor For Bossier Parish
This information is given without recourse or warranty.
The service is for your convenience only.
February 5, 2004



RECEIVED

JAN 24 2007

C. H. FENSTERMAKER & ASSOC



CONSTRUCTION LAYOUT

QUALITY CONTROL

1301 Delhi Street, Bossier City, LA 71111
Telephone: (318) 220-0011 Fax: (318) 220-0010

Freddie B. Lindy, President
Charles Wonnack, V.P.

Hugh R. Pearson, P.E., P.L.S.
Harrison J. Hutton, Jr., P.E.

January 24, 2007

C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

CERTIFIED MAIL RECEIPT

Attention: Mr. Dax A. Douet, P.E.

Re: S.P. No. 700-08-0129
E.A.P. No. D0806 (504)
Bossier Parish North-South Corridor

Dear Mr. Douet:

I am submitting, as requested, my comments regarding the study area of the proposed new route and it's adverse impact on my property, which is at the intersection of Parks Road and one of the proposed alignments, east of the utility servitude. Geometrically, this is not a desirable intersection due to the horizontal and vertical alignment of existing Parks Road.

My wife and I have recently developed this property and have occupied it less than a year. A portion of the property is leased for revenue, and we have plans to continue developing our useable acreage. You will notice that approximately one half of our estate is wetlands. We have no intention of putting this property on the market, but rather, it is our intent to remain here through our pending retirement.

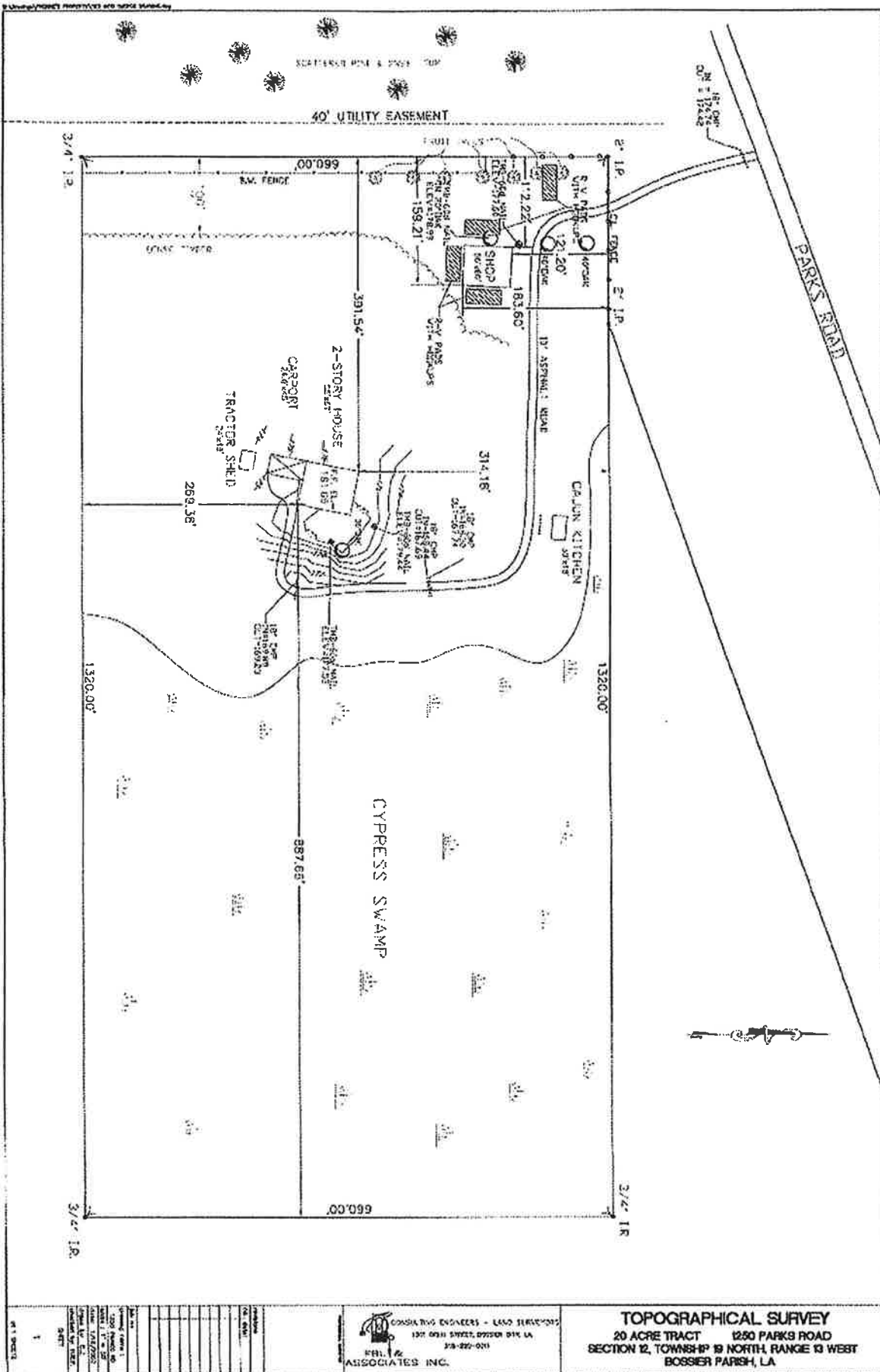
I have attached a copy of my topographical survey, which indicates the development to date with all improvements and reflects those areas suitable for expansion for our usage.

Please add my name and location to your ownership data bank for future notifications and updates, and please provide, as agreed, copies of all public documentation generated prior to the public meeting of January 18, 2007 held at Benton, La.

Sincerely,

Freddie B. Lindy

Cc: Mr. Bill Altimus, Bossier Parish Police Jury w/attachment
Mr. Joe E. Ford, Jr., P.E., Bossier Parish Engineer w/attachment



CONSULTING ENGINEERS - LAND SURVEYORS
 1301 0911 STREET, SUITE 010 LA
 504-222-0201
RELIA ASSOCIATES INC.

TOPOGRAPHICAL SURVEY
 20 ACRE TRACT 1250 PARKS ROAD
 SECTION 12, TOWNSHIP 13 NORTH, RANGE 13 WEST
 BOSSIER PARISH, LA

DATE	11/11/2011
BY	J. L. BRYAN
CHECKED BY	J. L. BRYAN
APPROVED BY	J. L. BRYAN
SCALE	AS SHOWN
SHEET	1
TOTAL SHEETS	1

HAMILTON & POOL

REAL ESTATE COMPANIES

RECEIVED

FEB 21 2007

C. H. FENSTERMAKER & ASSOC.

February 15, 2007

C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

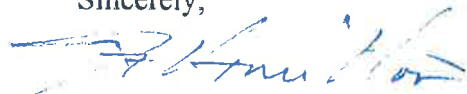
Re: Proposed expansion/redesign of Swan Lake Road

Dax:

Please be advised that I reside at 2903 Swan Lake Road, Bossier City, LA 71111 and that the redesign/expansion of Swan Lake Road has the proposed right-of-way running through my front yard to the extent that the western most right-of-way boundary line will be a mere 25/30 feet from my front door. In addition to the obvious loss of value that this will create for me, the safety of my family will be in jeopardy because of the proximity of the road to my house and the adjusted speed limit increase that will result in the upgrading of the roads to meet specific codes. My house will be in the small curve of the proposed right-of-way, which brings additional concerns of safety from any drivers that through carelessness or drunk driving, exit the roadway going around the curve and come straight into my house. Additionally, I have spent approximately \$50,000 in driveways that access both the house and the garage that will be eliminated as a result of this project.

As I just received a phone call from a survey team that is coming to my house to initiate the surveying process, I am assuming that the proposed right-of-way is close to definitive. I cannot emphasize how extremely concerned my family and I are over this proposal and are determined to assist in any effort that can be made by the design team to move the right-of-way away from my property.

Sincerely,



John A. Hamilton

PUBLIC MEETING NO. 2

**Bossier Parish Courthouse
204 Burt Boulevard
Benton, Louisiana 71006
6:30 P.M., Tuesday, July 24, 2007**

C.1 - Newspaper Ad

Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish, Louisiana

What: Public Meeting to discuss preliminary design concepts for the implementation of a new North / South roadway corridor within Bossier Parish, Louisiana.

When: Tuesday, July 24, 2007

Where: Bossier Parish Courthouse, Main Auditorium
204 Burt Boulevard
Benton, LA 71006

Time: 6:30 p.m. - 8:30 p.m.

The Northwest Louisiana Council of Governments, in conjunction with the Louisiana Department of Transportation and Development (LDOTD) and the Federal Highway Administration, is planning to have a Public Meeting to discuss various preliminary design concepts for the improvements and implementation of a new roadway transportation facility in Bossier Parish, and to obtain initial public comments and opinions in the early planning stages of this project. This new roadway transportation facility will provide an additional North / South facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

Comments and suggestions will be invited from all interested parties to help insure that the study team addresses the full range of environmental issues during the Environmental Assessment study process. Following the presentation, representatives of the study team will be available to receive comments and answer questions related to this project. All interested citizens are invited and encouraged to attend.

Should anyone require special assistance due to a disability to participate in this Public Meeting, please contact LDOTD by telephone at (225) 242-4502, at least five working days prior to the Public Meeting date.

All public written comments relative to this proposed transportation facility should be postmarked no later than August 3, 2007, and addressed to:

C.H. Fenstermaker & Associates
Attn: Dax Douet, P.E.
135 Regency Square
Lafayette, LA 70508

**C.2 - Land Owner Mailing List
(w/ Modified Mailing List)**



Engineers • Surveyors
Environmental Consultants

July 13, 2007

Re: Public Meeting
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor
Bossier Parish, Louisiana

The Northwest Louisiana Council of Governments, in conjunction with the Louisiana Department of Transportation and Development (LDOTD) and the Federal Highway Administration, is planning to have a Public Meeting to discuss various preliminary design concepts for the improvements and implementation of a new roadway transportation facility in Bossier Parish, and to obtain initial public comments and opinions in the planning stages of this project. This new roadway transportation facility will provide an additional North / South facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

Comments and suggestions will be invited from all interested parties to help ensure that the study team addresses the full range of environmental issues during the Environmental Assessment study process. Representatives of the study team will be available to receive comments and answer questions related to this project. As such, you have been identified to participate in this project. Please accept this letter as an invitation for you or your representative to attend a public meeting to be held on Tuesday, July 24, 2007 at 6:30 p.m. at the Bossier Parish Courthouse located at 204 Burt Boulevard, Benton, Louisiana.

Should anyone require special assistance due to a disability to participate in this Public Meeting, please contact LDOTD by telephone at (225) 242-4502, at least five working days prior to the Public Meeting date.

If you should have any comments that you wish to communicate via telephone, please feel free to call me at 337-237-2200.

Sincerely,

C. H. Fenstermaker & Associates, Inc.

Dax Douet, P.E.
Project Manager

WILLOW CHUTE BAPTIST CHURCH
2645 MARTIN LUTHER DR
SHREVEPORT, LA 71107

TIBURON DEVELOPMENT LLC
P O BOX 137
SHREVEPORT, LA 71161

DUHON, JOSEPH O
2675 SWAN LAKE RD
BOSSIER CITY, LA 71111

BROWN, DENISE HOGAN
BROWN, JACK GRANT
6011 RUNNING BROOK LN
BOSSIER CITY, LA 71111

SANTORO, ANTHONY J
2660 SWAN LAKE RD
BOSSIER CITY, LA 71111

VICE, BETTY JANE HALE
VICE, JOHN HENRY
2535 SWAN LAKE RD
BOSSIER CITY, LA 71111

MITCHELL, W HENRY JR
2606 SWAN LAKE RD
BOSSIER CITY, LA 71111

HAMOUS, BERYL JOAN LINDAHL
HAMOUS, RUFFIN TERRIETT
2564 SWAN LAKE RD
BOSSIER CITY, LA 71111

TAYLOR, PATSY C TAYLOR, BYRON F
2472 SWAN LAKE RD
BOSSIER CITY, LA 71111

WALKER, WANDA SUE POWELL
WALKER, ALBERT ALLAN JR
2442 SWAN LAKE RD
BOSSIER CITY, LA 71111

KYSON, GENE DOUGLAS
2408 SWAN LAKE RD
BOSSIER CITY, LA 71111

BARRETT, JOSEPH DAVID
2512 SWAN LAKE RD
BOSSIER CITY, LA 71111

ET AL JACOBS, KATHLEEN HOLSTEAD
5523 LAKE SIDE DR
BOSSIER CITY, LA 71111

KYSON, GENE DOUGLAS
3705 NW ST
JACKSON, MS 39216

GRECO-MICIOTTO PROPERTIES LLC
650 LINDEN ST
SHREVEPORT, LA 71104

SOUTHWESTERN ELECTRIC
428 TRAVIS ST
SHREVEPORT, LA 71101

BUTLER, ELIZABETH A BUTLER, BARRY L
1988 SWAN LAKE RD
BOSSIER CITY, LA 71111

GERE, MELINDA LY
1974 SWAN LAKE RD
BOSSIER CITY, LA 71111

CLOUD, PAM LEE
CLOUD, ALFRED P
2118 SWAN LAKE RD
BOSSIER CITY, LA 71111

J V HOLDING CO INC
3705 NW ST
JACKSON, MS 39216

J & B VICE PROPERTIES LLC
2534 SWAN LAKE RD
BOSSIER CITY, LA 71111

SHIRER, KATHERINE LOUISE GIBBS
FIRST GUARANTY BANK
2275 SWAN LAKE RD
BOSSIER CITY, LA 71111

MCCALLISTER, MARY KATHERINE
2366 SWAN LAKE RD
BOSSIER CITY, LA 71111

MONZINGO, FREIDA LOUISE HAYNES
MONZINGO, DAVID LINDALE
2354 SWAN LAKE RD
BOSSIER CITY, LA 71111

MODICA FAMILY LIMITED
4600 PETE MODICA LN
BOSSIER CITY, LA 71111

SHORE, LYNN R
SHORE, JOHN MADISON
2010 SWAN LAKE RD
BOSSIER CITY, LA 71111

GREGORIO DEVELOPMENT CO
4750 MODICA LOTT RD
BOSSIER CITY, LA 71111

HANNA, ANN WESTBROOK
1875 SWAN LAKE RD
BOSSIER CITY, LA 71111

DAVID JOSEPH PATTRIDGE &
1711 PARKS RD
BENTON, LA 71006

LEWIS, RUSSELL L
1098 LINTON RD
BENTON, LA 71006

ALLEN, MICHAEL D
1818 FOX ST
BOSSIER CITY, LA 71112

SV PROPERTIES LLC
2136 HWY 528
PRINCETON, LA 71067

BRITTAIN, JANET STINSON
STINSON, FORD E JR
P O BOX 276
BENTON, LA 71006

HARRIS, FRANCES D CLOUD
2194 SWAN LAKE RD
BOSSIER CITY, LA 71111

VICE, KRISTI DICK
VICE, JOHN HENRY II
3705 NW ST
JACKSON, MS 39216

C/O MILDRED M PRESCOTT
SWAN LAKE LAND CO INC
3111 SWAN LAKE RD
BOSSIER CITY, LA 71111

PROCELL, SHIRLEY BROOKS
PROCELL, ROBERT JERRY
3480 SWAN LAKE RD
BOSSIER CITY, LA 71111

FRANKS, JOEL P
2312 ASHDOWN
BOSSIER CITY, LA 71111

WYCHE, WILLIAM WEST
WYCHE, THOMAS CRAWFORD
268 WYCHE RD
BENTON, LA 71006

EARNEST, BEVERLY M
EARNEST, LARRY JOE
3820 WEST 70TH ST
SHREVEPORT, LA 71108

STEPHENSON, PAUL RAY
205 LEO AVE
SHREVEPORT, LA 71105

LAMPSHIRE, DON E
3396 SWAN LAKE RD
BOSSIER CITY, LA 71111

GRAPPE, KELLEY
GRAPPE, CHARLES
P O BOX 159
SAREPTA, LA 71071

MURRELL, PATRICIA COCKRAN
MURRELL, RICKEY DALE
1621 DEEN POINT RD
BENTON, LA 71006

LANDS LLC ATKINS-SONNIER FAMILY
P O BOX 72369
BOSSIER CITY, LA 71111

CANDELLA, JUDY LYNNE
2938 SWAN LAKE RD
BOSSIER CITY, LA 71111

CONGER, LEWIS PIRKLE
2641 VILLAGE LN
BOSSIER CITY, LA 71112

HAMILTON, ELBA U
HAMILTON, JOHN ANDREWS
2903 SWAN LAKE RD
BOSSIER CITY, LA 71111

MCMILLIAN, BEVERLY G
HAMLIN, BENNY MARSHALL
1440 DEEN POINT RD
BENTON, LA 71006

PRICE, SHELLY RAGAN
PRICE, RICHARD DARWIN
2881 SWAN LAKE RD
BOSSIER CITY, LA 71111

TAYLOR, CHANDRA SEWARD
TAYLOR, DONALD JOE JR
2871 SWAN LAKE RD
BOSSIER CITY, LA 71111

B & L BEARDEN LLC
1080 DEEN POINT RD
BENTON, LA 71006

MIKKI PRESCOTT FAMILY LLC
3111 SWAN LAKE
BOSSIER CITY, LA 71111

SONNIER, DONALD E JR
SONNIER, LAURA LEE
P O BOX 72369
BOSSIER CITY, LA 71111

HARVISON, HOMER R JR
3803 MCCOY ST
BOSSIER CITY, LA 71111

EVANS, ARCHIE L
348 WYCHE RD
BENTON, LA 71006

CURTIS, GINA SEWELL
1565 DEEN POINT RD
BENTON, LA 71006

RUMBAUGH, HAZEL P
RUMBAUGH, GEORGE H JR
720 LINTON RD
BENTON, LA 71006

SOLOMON, PATRICIA NAYMAN
SOLOMON, EDGAR EUGENE
252 WYCHE RD
BENTON, LA 71006

ET AL BURCHETT, D E JR
P O BOX 92
BENTON, LA 71006

LINDY, BARBARA LINER
LINDY, FREDDY
1250 PARKS RD
BENTON, LA 71006

ET AL WILLIAMS, JOE Q
1018 PARKS RD
BENTON, LA 71006

ET AL PARKS, STINSON SR
1263 E 88TH PL
LOS ANGELES, CA 90002

WYCHE, THOMAS CRAWFORD
268 WYCHE RD
BENTON, LA 71006

AVANT PROPERTIES, LLC
ATTN: BRITNEE RINAUDO FOR KEITHA AVANT
400 TRAVIS STREET, SUITE 1800
SHREVEPORT, LA 71101

MR. JOHN HAMILTON
2903 SWAN LAKE ROAD
BOSSIER CITY, LA 71111

HATTEN, CONNIE JO MERRITT
MERRITT LAND CO LLC
2638 VANCEVILLE RD
BOSSIER CITY, LA 71111

DISIERE, DAVID J
P O BOX 167888
IRVING, TX 75016

LEFLETT CATTLE CO INC
1085 BUCKHALL RD
BOSSIER CITY, LA 71111

ET AL WHITTINGTON, D ROSS
P O BOX 517
BENTON, LA 71006

BARBARA BEARDEN
1080 DEEN POINT ROAD
BENTON, LA 71006

JUDGE STINSON
P.O. BOX 276
BENTON, LA. 71006

SELLERS, TONI H
SELLERS, GREGG H
1472 DEEN POINT RD
BENTON, LA 71006

TOM WYCHE
FOREST OIL CORPORATION
707 - 17TH STREET, SUITE 3600
DENVER, COLORADO 80202

JOE MODICA
3885 GREY ABBEY DRIVE
ALPHARETTA, GA 30022

C.3 - Proof of Publication

The Bossier Press Tribune

4250 Viking Drive
Bossier City, LA 71111
318-747-7900

STATE OF LOUISIANA

PARISH OF BOSSIER

BEFORE ME, the undersigned authority,

David A. Specht, Jr.

deposes and says:

That he/she is the Publisher of the Bossier Press Tribune, a twice-weekly newspaper published in the City of Bossier City, Bossier Parish, Louisiana, and that the attached Notice was duly published in the said newspaper on the following dates:

Northwest Louisiana Courier
of Governments Public
Meeting to discuss a new
Bossier Parish North/South Corridor
published on July 17, 2007.

David A. Specht, Jr.

David Specht, Jr., Publisher

Sworn to and subscribed before me this

17 day of July, 2007

Carol C. Andrews

Carol C. Andrews, Notary ID#061483

Bossier Parish North-South Corridor

State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish, Louisiana

What: Public Meeting to discuss preliminary design concepts for the implementation of a new North / South roadway corridor within Bossier Parish, Louisiana.

When: Tuesday, July 24, 2007

Where: Bossier Parish Courthouse, Main Auditorium
204 Burt Boulevard
Benton, LA 71006

Time: 6:30 p.m. - 8:30 p.m.

The Northwest Louisiana Council of Governments, in conjunction with the Louisiana Department of Transportation and Development (LaDOTD) and the Federal Highway Administration, is planning to have a Public Meeting to discuss various preliminary design concepts for the improvements and implementation of a new roadway transportation facility in Bossier Parish, and to obtain initial public comments and opinions in the early planning stages of this project. This new roadway transportation facility will provide an additional North / South facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

Comments and suggestions will be invited from all interested parties to help insure that the study team addresses the full range of environmental issues during the Environmental Assessment study process. Following the presentation, representatives of the study team will be available to receive comments and answer questions related to this project. All interested citizens are invited and encouraged to attend.

Should anyone require special assistance due to a disability to participate in this Public Meeting, please contact LaDOTD by telephone at (225) 242-4502, at least five working days prior to the Public Meeting date.

All public written comments relative to this proposed transportation facility should be postmarked no later than August 3, 2007, and addressed to:

*C.H. Fenstermaker & Associates
Attn: Dax Douet, P.E.
135 Regency Square
Lafayette, LA 70508*

The Bossier Press Tribune

4250 Viking Drive
Bossier City, LA 71111
318-747-7900

STATE OF LOUISIANA

PARISH OF BOSSIER

BEFORE ME, the undersigned authority,

David A. Specht, Jr.

deposes and says:

That he/she is the Publisher of the Bossier Press Tribune, a twice-weekly newspaper published in the City of Bossier City, Bossier Parish, Louisiana, and that the attached Notice was duly published in the said newspaper on the following dates:

Northwest Louisiana

Council of Governments

notice of public meeting

for State Project No. 700-08-0129

published July 10, 2007.

David A. Specht, Jr.

David Specht, Jr., Publisher

Sworn to and subscribed before me this

10 day of July, 2007

Carol C. Andrews

Carol C. Andrews, Notary ID#061483

Bossier Parish North-South Corridor

State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish, Louisiana

What: Public Meeting to discuss preliminary design concepts for the implementation of a new North / South roadway corridor within Bossier Parish, Louisiana.

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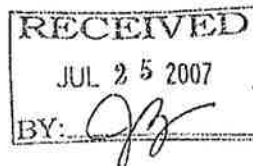
*C.H. Fenstermaker & Associates
Attn: Dax Douet, P.E.
135 Regency Square
Lafayette, LA 70508*

The Times

PROOF OF PUBLICATION

STATE OF LOUISIANA

PARISH OF CADDO



Before me, the undersigned authority, personally came and appeared

Altheas Critton personally known to me,

Who being duly sworn, deposes and says that she is the Assistant to the Classified Advertising Manager of The Times, and that the attached Advertisement entitled:

Bossier Parish North-South Corridor
State Project No. 700-08-0129 F.A.P. No. DE-0806(504)
Bossier Parish, Louisiana July 24, 2007

As per copy of advertisement hereto annexed, was published in
The Times on the following dates to wit:

July 8, 15 & 22, 2007

(Signed) Altheas Critton

Sworn to and subscribed before me this 23rd day of July, 2007

Althea C. Goodwin

ALTHEA C. GOODWIN, NOTARY PUBLIC # 63131
BOSSIER PARISH, LOUISIANA
MY COMMISSION IS FOR LIFE

(Notary)



Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish, Louisiana

What: Public Meeting to discuss preliminary design concepts for the implementation of a new North / South roadway corridor within Bossier Parish, Louisiana.

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C.H. Fenstermaker & Associates
Attn: Dax Douet, P.E.
135 Regency Square
Lafayette, LA 70508

The Times:
July 8, 15, 22, 2007

C.4 - Sign-In-Sheets



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

PUBLIC MEETING
TUESDAY JULY 24, 2007 @ 6:30 P.M.

PUBLIC SIGN-IN

NAME	ADDRESS	TELEPHONE
JAMES FISHER	3031 SWAN LAKE	318-747-4024
Kelley Grappe	P.O. Box 159 Slaughter	318-847-4195
Aldine M. Hauva	1875 SWAN LAKE RD	318-746-0161
Peggy Rumbaugh	720 Linton Rd	318-965-0177
Geo " Jr.	"	"
Q9 Meierotto	650 Linden	865-6086
Bill Nalewaik	412 Bellechasse Cir.	318-797-4904
Jeremy Saye	P.O. Box 137 Sport 71111	—
Barbara Lundy	1250 Parks Rd	965-0895
Danika J. Phillips	4905 Old Oak	965-9892
Bruce R.	1080 Decatur Rd	746-2844
Chandra Taylor	2871 Swan Lake Rd	746-9058
John W. Winkam	P.O. Box 202 Slaughter	965-2591
Catherine Moore	Bossier	746-3582
Lewis Connor	2641 Village BC	746-3182
FORD STANSON	P.O. Box 276 Benton	965-9659
Melba Prescott	3111 Swan Lake	747-0635

[illegible]



State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor

[illegible]



**State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor**

[illegible]

C.5 - PowerPoint Presentation

PUBLIC MEETING

**Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)**



What Is the Purpose of this Public Meeting?

- ☞ To seek input from individuals and community organizations on issues and concerns related to the potential impacts associated with the proposed Bossier Parish North-South Corridor project.
- ☞ This open forum will allow the public time to review project exhibits and talk informally with representatives from the project team.
- ☞ The meeting is an informal open-house style (open forum), with display exhibits set up for the public to review the proposed project study area, project alternatives, and to identify issues and concerns they believe should be addressed in the Environmental Assessment.



What Is the National Environmental Policy Act?

☞The National Environmental Policy Act of 1969 (NEPA) requires the analysis of potential environmental effects associated with major federal actions

☞NEPA ensures that environmental factors are considered equally with the technical and economic components of a decision to be considered

☞NEPA also requires that potential environmental effects, and any adverse effects that cannot be avoided, be identified and alternatives to the proposed be considered

☞NEPA is a full disclosure law with provisions for public access to and full participation in the federal decision-making process

☞The act's intent is to protect, restore, or enhance the environment through well-informed federal decisions



What Is an Environmental Assessment?

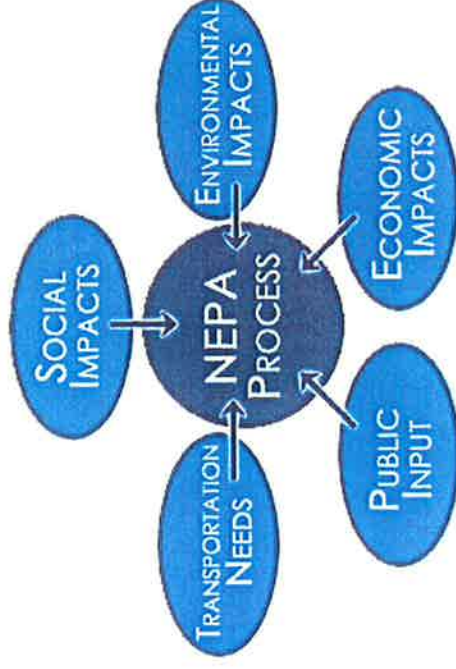
☞An Environmental Assessment is a concise public document that a Federal agency prepares under the National Environmental Policy Act (NEPA) to provide sufficient evidence and analysis to determine whether a proposed agency action would require preparation of an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

☞An Environmental Assessment includes a public involvement process..... Like the meeting you are attending this evening



What will an Environmental Assessment Analyze?

- Wetlands
- Air and water quality
- Noise
- Floodplains
- Scenic streams
- Endangered and threatened species
- Historical and cultural resources
- Hazardous wastes
- Land use impacts
- Prime farmland soils
- Social impacts
- Environmental justice
- Relocation impacts
- Economic impacts
- Roadway Geometry & Line and Grade



What is the Purpose & Need of this Project?

- Over the past several years, Bossier Parish has seen a tremendous growth of residential development north of Interstate 220 spanning from LA Highway 3 easterly to Bellevue Road.
- According to officials of Bossier Parish, these existing residential developments as well as several large scale subdivisions being planned continue to hinder the efficiency of the existing transportation infrastructure of the parish.
- The population within the study area is expected to increase from 10,600 to 19,500 people in the year 2030. In addition, average daily traffic on Swan Lake Road is expected to increase from approximately 4,800 to 13,000 vehicles per day near Interstate 220.
- Additional demands on the existing transportation infrastructure have also resulted from the Bossier Parish School Board's decision to recently develop two new public schools within the project area to handle residential and population growth of the parish.
- At present, residents east of Cypress Lake within the North-Central portions of Bossier Parish access emergency facilities located near the intersection of Interstate 220 and Airline Highway. Access to these facilities utilize either LA Highway 162 or Parks Road, and then proceed south on Airline Highway or LA Highway 3. This route is approximately thirty minutes in travel time. Implementation of another North-South roadway corridor will greatly reduce emergency response times both to and from these emergency medical facilities.



Project Study Area



Existing
Transportation
System



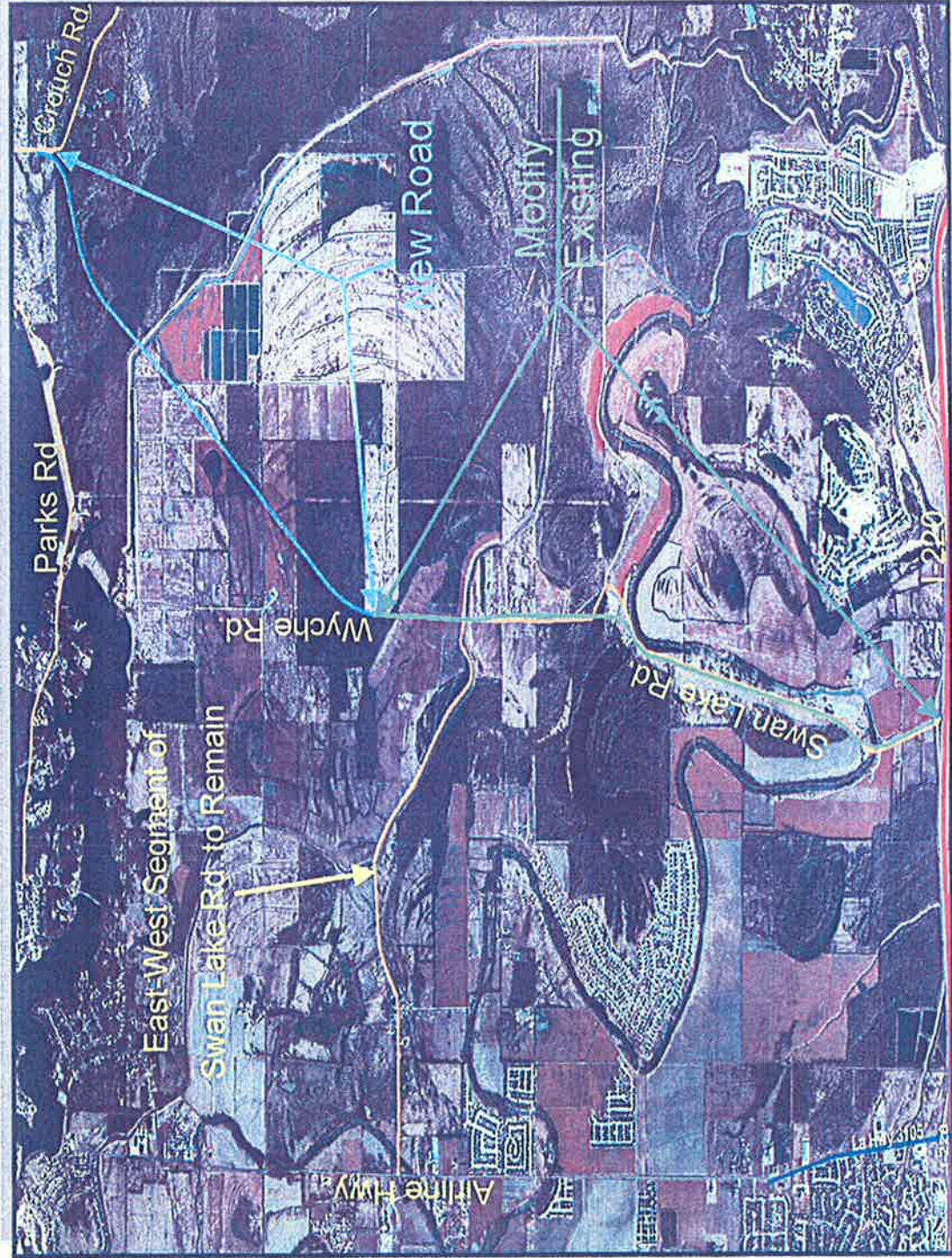
Proposed Corridor



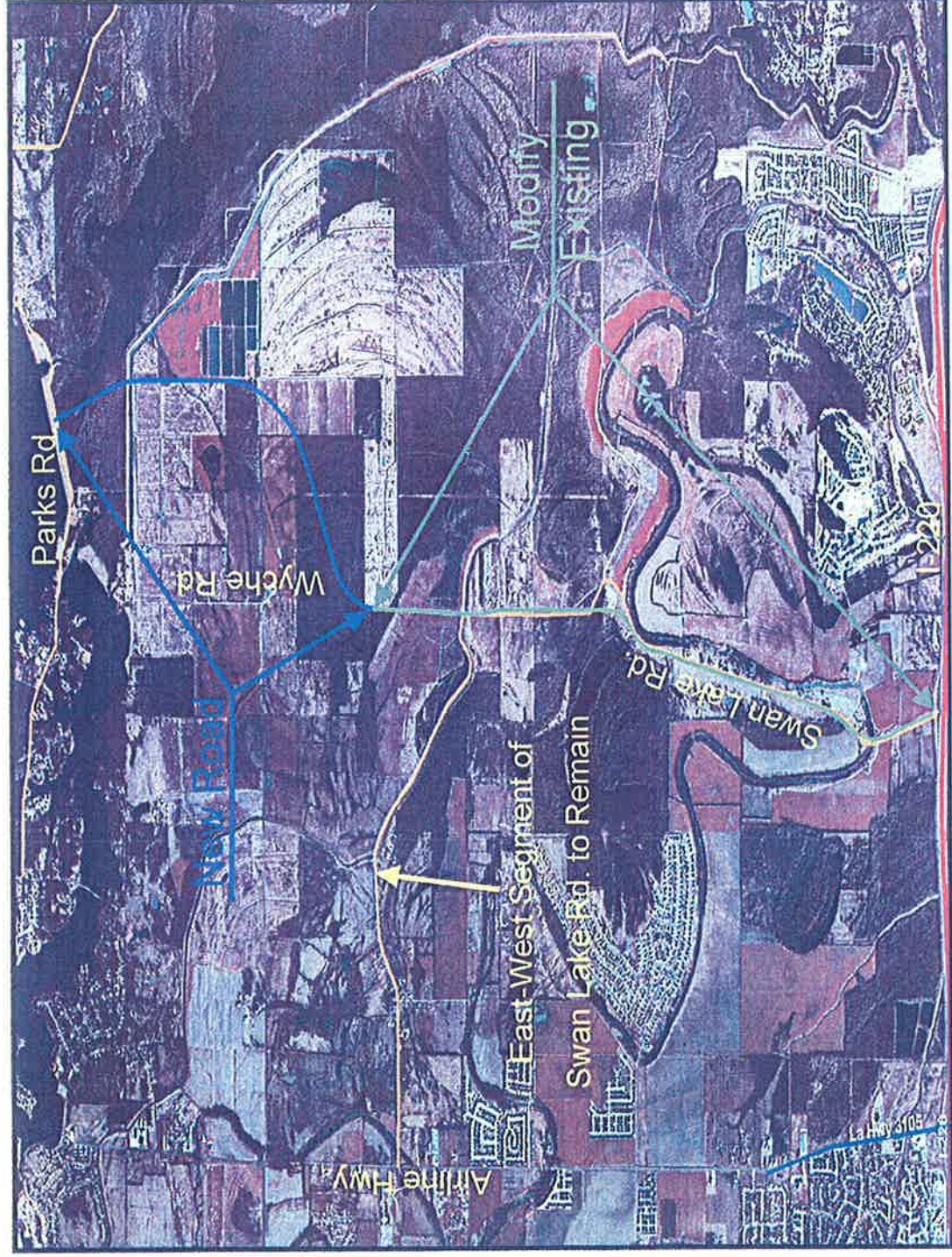
Alternative No. 1



Alternative No. 2



Alternative No. 3



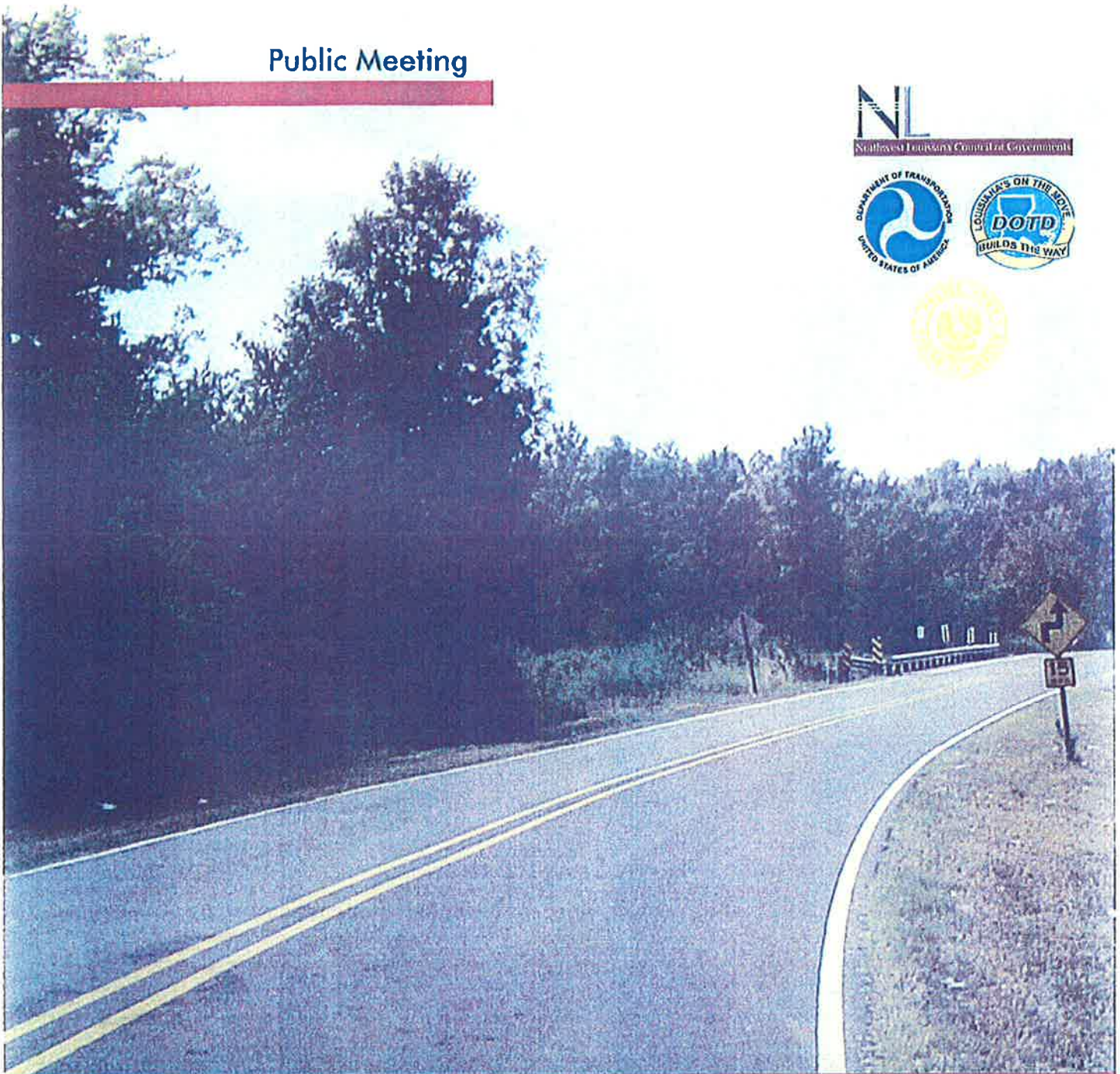
**PLEASE WALK AROUND AND
VIEW THE EXHIBITS ON
DISPLAY..... AND ASK
QUESTIONS TO ANY OF THE
PROJECT TEAM MEMBERS**

THANK YOU



C.6 - Meeting Handout

Public Meeting



Environmental Assessment Study for the
Bossier Parish North-South Corridor
State Project No. 700-08-0129
F.A.P. No. DE-0806(504)

Tuesday, July 24, 2007
6:30 p.m. - 8:30 p.m.
Bossier Parish Courthouse, Main Auditorium
204 Burt Boulevard
Benton, LA 71006



What Is the Purpose of Public Meeting?

The purpose of this public meeting is to seek input from individuals and community organizations on issues and concerns related to the potential impacts associated with the proposed Bossier Parish North-South Corridor project. This new roadway transportation facility will provide an additional North - South facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

The meeting is an informal open-house style (open forum), with display exhibits set up for the public to review the proposed project study area, project alternatives, and to identify issues and concerns they believe should be addressed in the Environmental Assessment. This open forum will allow the public time to review project exhibits and talk informally with representatives from the project team.

A comment form is attached to this brochure with additional forms located at all exit doors. These comment forms can be filled out and left at the comment form collection boxes, or mailed to the appropriate mailing address shown on the comment form.

What Is the National Environmental Policy Act?

The National Environmental Policy Act of 1969 (NEPA) requires the analysis of potential environmental effects associated with major federal actions. NEPA ensures that environmental factors are considered equally

with the technical and economic components of a decision to be considered. NEPA also requires that potential environmental effects, and any adverse effects that cannot be avoided, be identified and alternatives to the proposed be considered. NEPA requires consultation with all relevant federal agencies to determine these impacts.

NEPA is a full disclosure law with provisions for public access to and full participation in the federal decision-making process. The act's intent is to protect, restore, or enhance the environment through well-informed federal decisions.

There will be two major NEPA compliance documents associated with this action to include:

- An Environmental Assessment (EA) which analyzes environmental and socio-economic impacts of the proposed action;
- Finding of No Significant Impacts (FONSI) is a document that briefly presents the reasons why a proposed action, not otherwise excluded, will not have a significant effect on the human environment and for which, therefore, an Environmental Impact Statement will not be prepared.

What Is an Environmental Assessment?

An Environmental Assessment is a concise public document that a Federal agency prepares under the National Environmental Policy Act (NEPA) to provide sufficient evidence and analysis to determine whether a proposed agency action would require preparation of an environmental impact statement (EIS) or a FONSI. It also includes a public involvement process.

Why is an EA being prepared?

This EA is being prepared to assess potential impacts associated with the proposed Bossier Parish North-South Corridor project. This new

roadway transportation facility will provide an additional North - South transportation facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

The EA will analyze the following major issues and/or impacts to: wetlands, air and water quality, noise, floodplains, scenic streams, endangered and threatened species, historical and cultural resources, hazardous wastes (Phase I environmental site assessments), land use impacts, prime farmland soils, social impacts, environmental justice, relocation impacts, and economic impacts.

The EA will also evaluate a range of alternatives to the proposed action, including the no action alternative. Information obtained following the public meeting will be considered in finalizing the array of alternatives to be evaluated in the EA.

What Is the Purpose and Need for this project?

Over the past several years, Bossier Parish has seen a tremendous growth of residential development north of Interstate 220 spanning from LA Highway 3 easterly to Bellevue Road (a parish road located approximately 6.8 miles east of LA Highway 3). According to officials of Bossier Parish, these existing subdivisions as well as several large scale subdivisions being planned continue to hinder the efficiency of the existing transportation infrastructure of the parish. In addition, the population within the study area is expected to increase from 10,600 to 19,500 people in the year 2030 with average daily traffic on Swan Lake Road expected to increase from approximately 4,800 to 13,000 vehicles per day near Interstate 220.

Additional demands on the existing transportation infrastructure have also resulted from the Bossier Parish School Board's decision to recently develop two new public schools within the project area to

handle residential and population growth.

At present, residents east of Cypress Lake within the North-Central portions of Bossier Parish access emergency facilities located near the intersection of Interstate 220 and Airline Highway. Access to these facilities utilize either LA Highway 162 or Parks Road, and then proceed south on Airline Highway or LA Highway 3. This route is approximately thirty minutes in travel time. Implementation of another North-South roadway corridor will greatly reduce emergency response times both to and from these emergency medical facilities.

In summary, the purpose and need of this project is to increase vehicular mobility and reduce emergency response times by offering another North-South connection north of Interstate 220 that would link the rapidly growing rural areas of Bossier Parish to the urbanized centers of Shreveport and Bossier City.

What Is the Proposed Action?

The proposed action is to study the implementation of a new roadway facility that will provide an additional North - South transportation facility that will link the rapidly growing residential areas of Bossier Parish to the employment centers of Shreveport and Bossier City.

The current proposed action is to provide a new North-South roadway corridor from Interstate 220 (I-220) at Swan Lake Road, and proceed north through rural areas of the parish terminating near the vicinity of the intersection of Parks Road and Crouch Road. A portion of this proposed North-South roadway corridor is proposed to utilize portions of the existing Swan Lake Road.

There are currently three (3) proposed roadway alignment alternatives being presented. Each of these alignments is proposed to utilize the existing Swan Lake

Road corridor from Interstate 220 to a point in which Swan Lake turns east towards Airline Highway. At this eastward turn of Swan Lake Road, this proposed North-South corridor would extend to either of the three (3) proposed alignment alternatives being presented during this public meeting, and as shown on the exhibits presented.

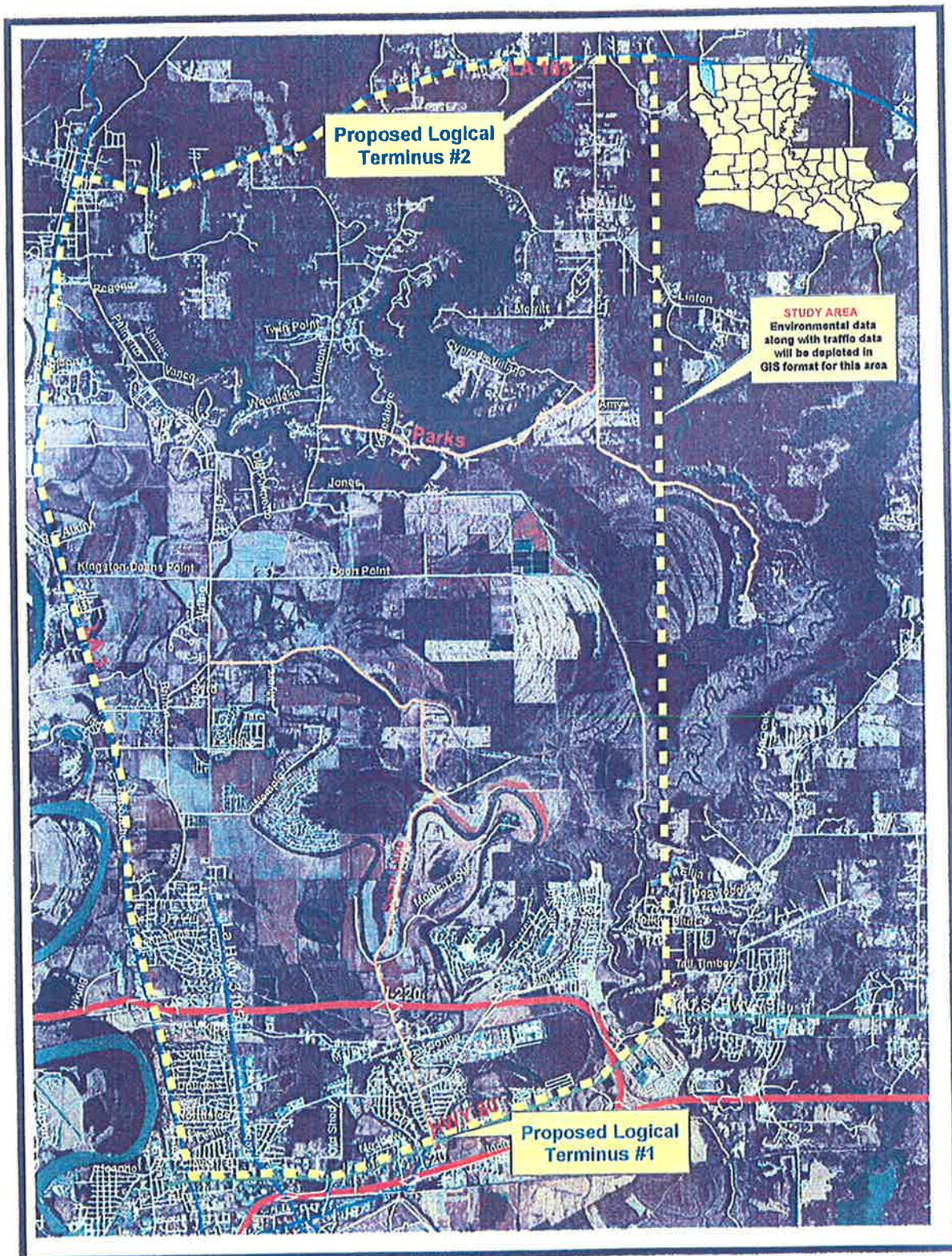
With this proposed segment, along with improvements to Crouch Road from Parks Road north to Louisiana Highway 162 (being proposed by Bossier Parish) and improvements of Swan Lake Road from Interstate 220 south to U.S. Highway 80 (being proposed by Bossier City), a complete North-South Corridor would be provided that would span from U.S. Highway 80 to the south to Louisiana Highway 162 to the north.

Will there be Opportunities for Public Involvement?

Additional opportunities for the public to comment on Bossier Parish North-South Corridor Environmental Assessment Study will include:

- Public Hearing (Late September 2007)
- Email comments can be sent to dad@fenstermaker.com



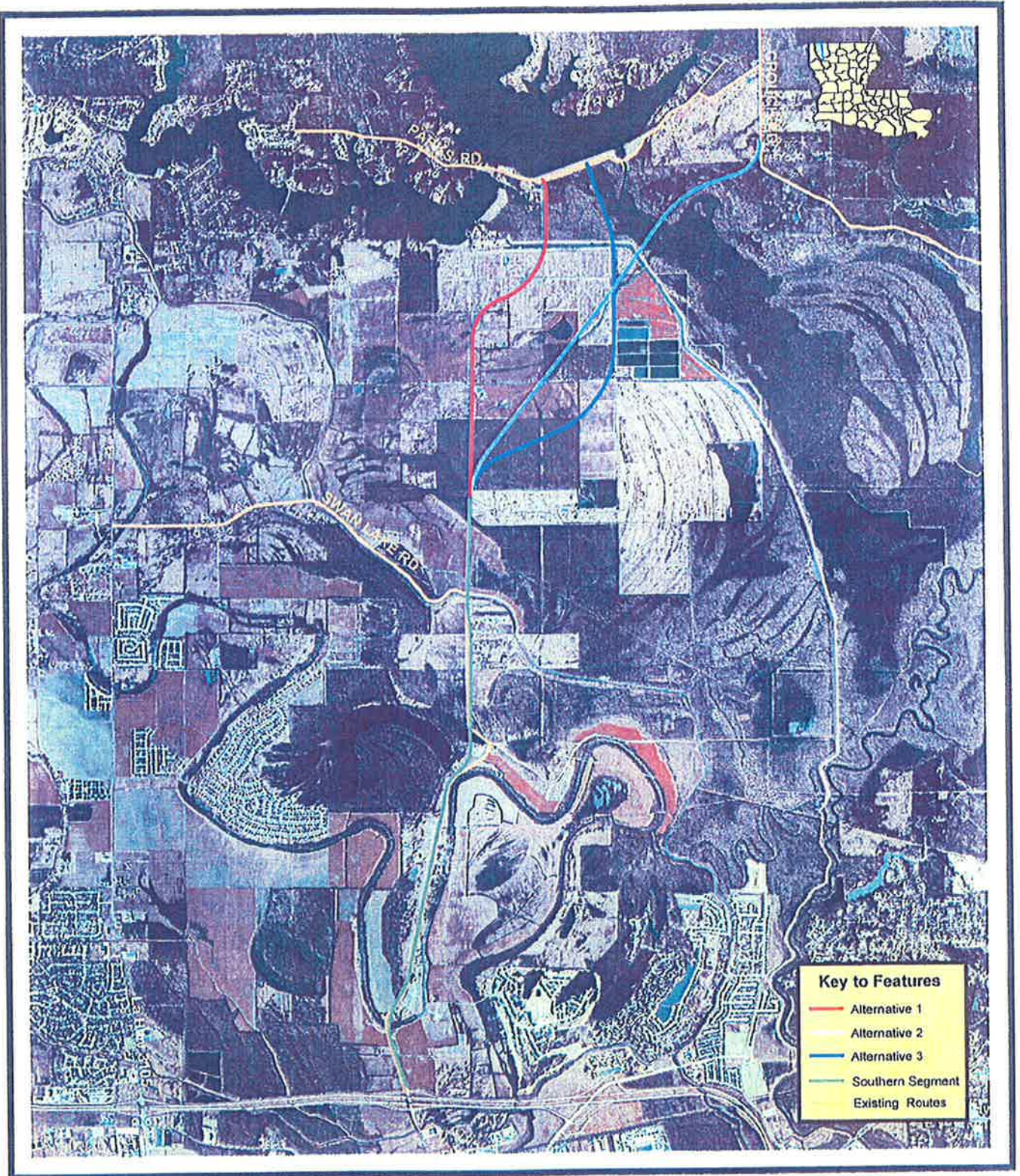


PROJECT STUDY AREA

SP No. 700-08-0129 - F.A.P. No. DE-0806(504)

North-South Corridor
Bossier Parish, Louisiana

July 2007



0 2,500 5,000 10,000 15,000
Feet

PROJECT ALTERNATIVES

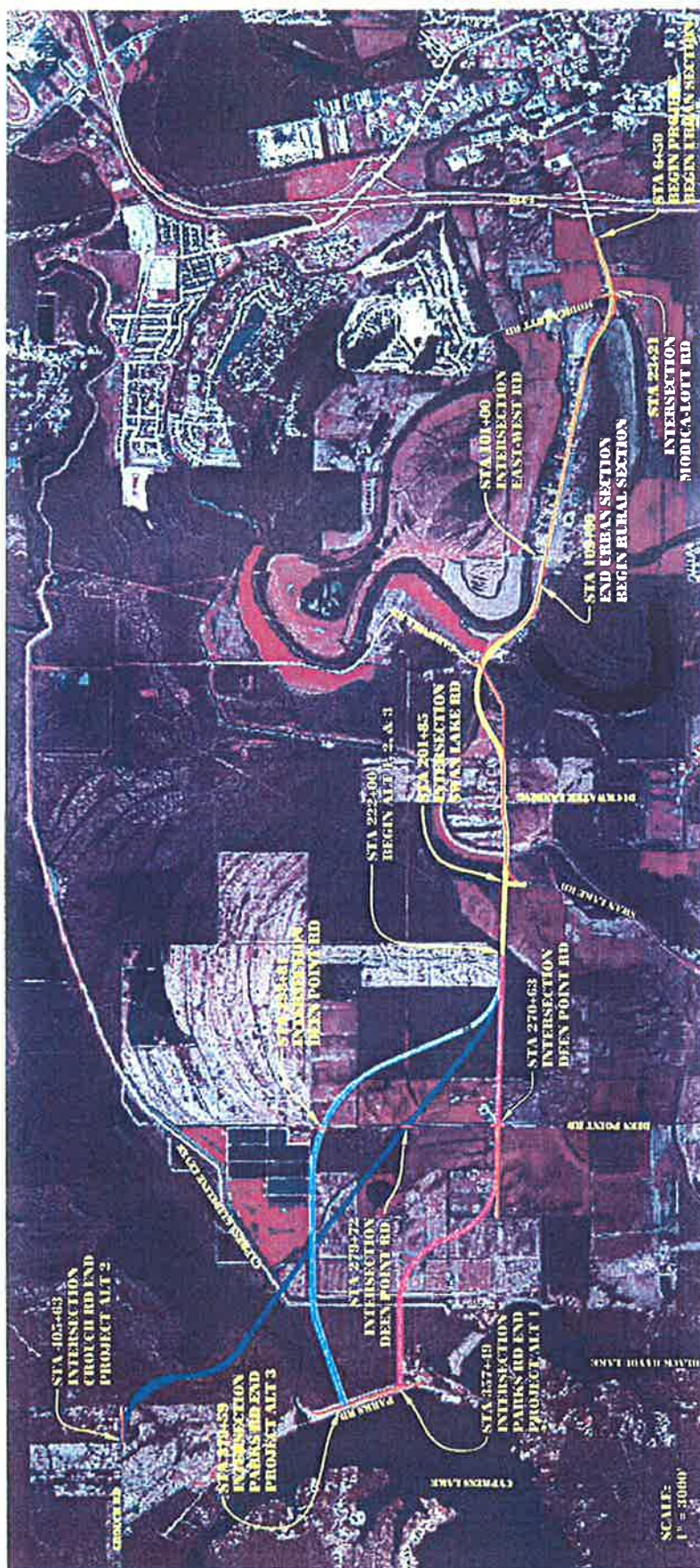
SP No. 700-08-0129 - F.A.P. No. DE-0806(504)
North-South Corridor
Bossier Parish, Louisiana

July 2007



Email: dad@fenstermaker.com

C.7 - Exhibits

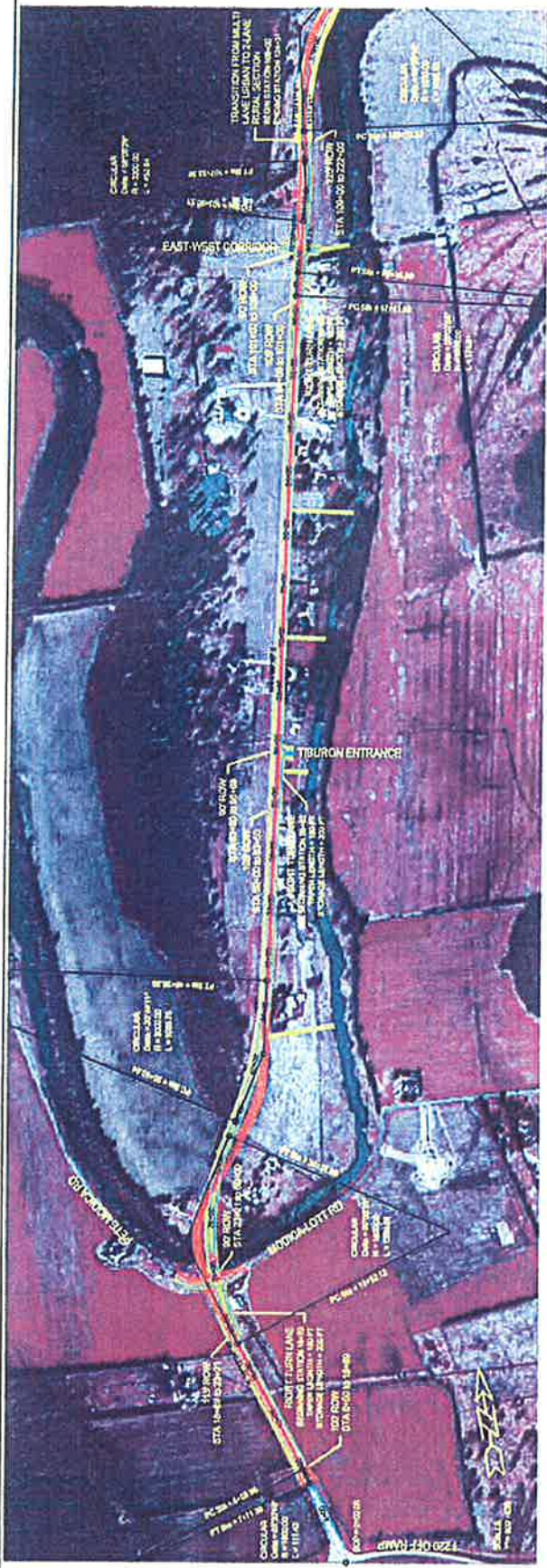


SCALE:
1" = 30.00'

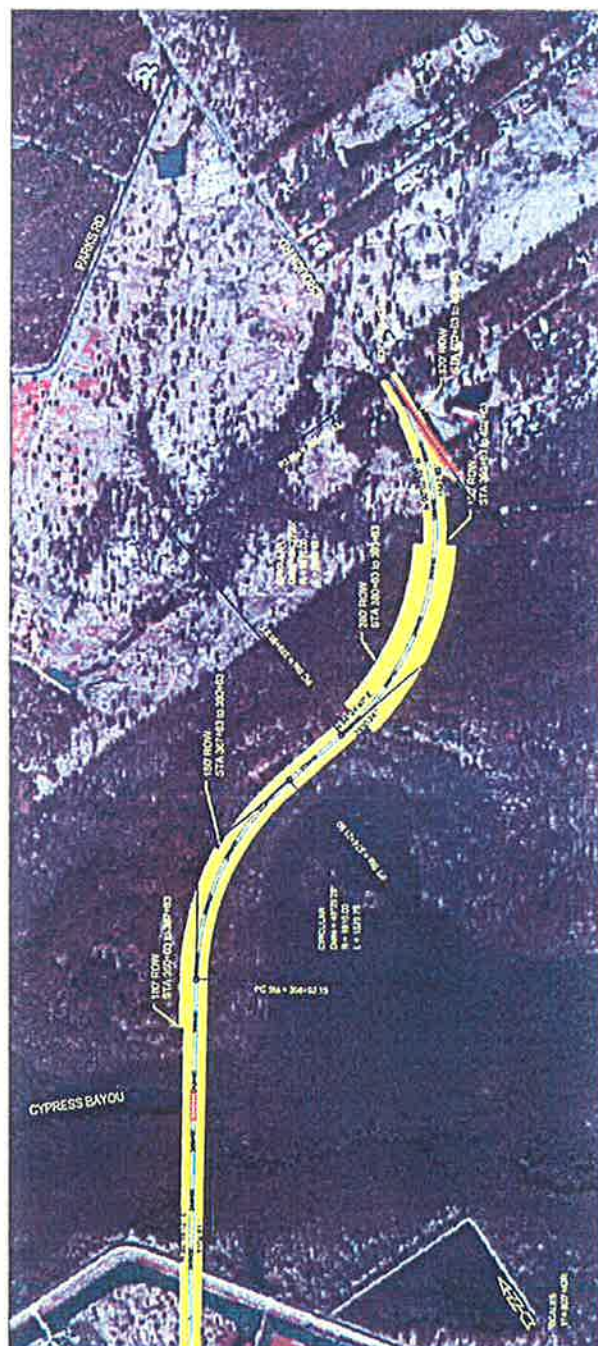


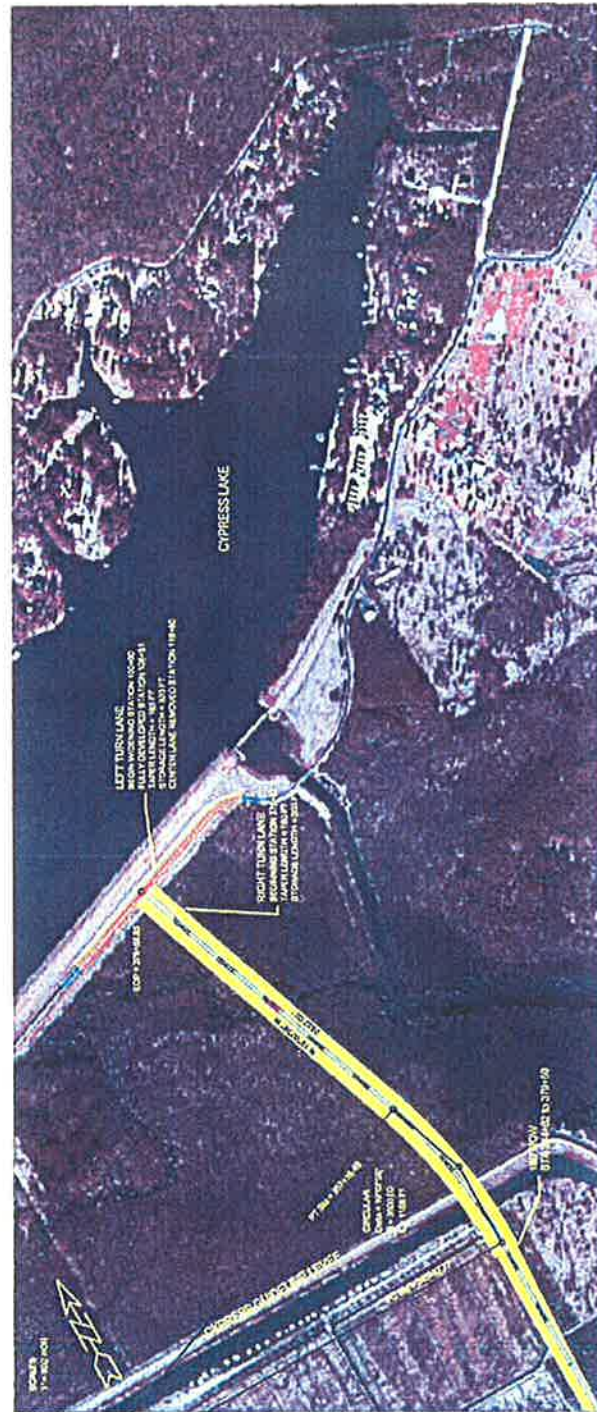
OVERALL SHEET

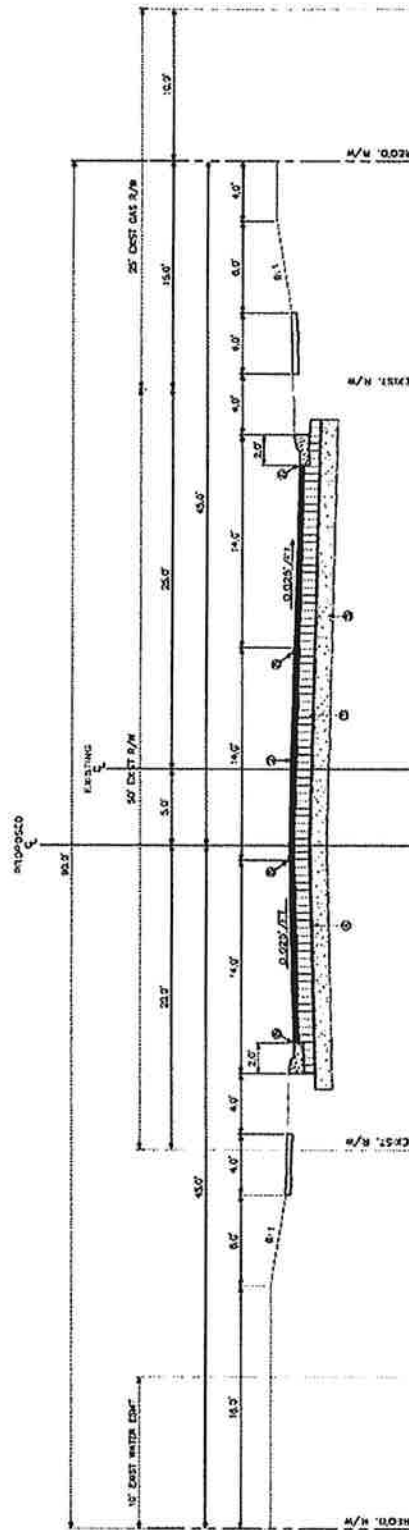






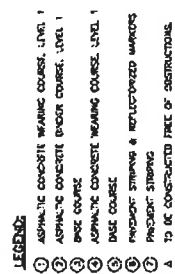






NORTH - SOUTH CORRIDOR
TYPICAL SECTION
45 MPH DESIGN SPEED (UC-2)

- ① PORTLAND CEMENT CONCRETE PAVEMENT
- ② SUPERPAVE ASPHALTIC CONCRETE
- ③ CLASS 1 BASE COURSE (TYPICAL ON CRUSHED CORRIE)
- ④ GEOTEXTILE FABRIC (TO BE INCLUDED IN NEW 302-22-A)
- ⑤ 11/2" 3" LIME TREATED
- ⑥ 180° STRIPING & PAVED PAVEMENT MARKERS (SEE PA-01)
- ⑦ 180° STRIPING & PAVED PAVEMENT MARKERS (SEE PA-01)
- ⑧ CONCRETE WALK (4" THICK)



C.8 - Public Comments



RECEIVED

JUL 26 2007

C. H. FENSTERMAKER & ASSOC.

State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor

PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Concerns:

- ① Increase traffic and species (already a problem) ^{road} curbside ^{behind} vehicles a problem.
- ② Transition away from country setting
- ③ Taking (ultimately) agricultural land
- ④ Intersection of Modica-Joff and Swan Lake Rd needs more than stop sign. Flashing red light maybe.
- ⑤ Right of way taking landscaped yards, shade trees (planted for that purpose) and curbside improvements made by homeowners.

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



RECEIVED

State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

JUL 30 2008

Bossier Parish North-South Corridor

G. H. FENSTERMAKER & ASSOC.



PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Alternative 2 is by far preferable from a smooth traffic flow viewpoint. It would relieve the traffic on Airline & Burton Road to a greater degree.

Dana H. Thompson

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor



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JUL 30 2007

C. H. FENSTERMAKER & ASSOC

PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Recommend ALT 2 to Crouch Road.

HAVE LIVED OFF CROUCH FOR 17 YEARS.

PARKS RD DOES NOT NEED MORE TRAFFIC DUE TO ALL THE CURVES.

LET'S MAKE THIS A TRUE N-S ROAD
NOT A DEAD END.

D HALL

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



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State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor

AUG 06 2007

C. H. FENSTERMAKER & ASSOC.



PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

I would like to for the alternative 2 route to be constructed. I think that is the most direct route that would impact the most people. The Crouch Road direct route would also impact Hwy 162 to Ivan to Bellue. Thank you for bringing this into existence - Renee Hall

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com

Louisiana Department of Transportation and Development
Public Meeting Survey



State Project No. 700-08-0129 Bossier Parish North-South Corridor
Public Meeting Date and Location: July 24, 2007 Bossier Parish Courthouse, Benton, LA

Please rate your level of satisfaction with today's meeting in regards to each of the items below, by circling the appropriate letter using the following scale:

A=Outstanding; B=Very Satisfied; C=Average; D=Needs Improvement; F=Failure; or
N/A=Not Applicable

1. Method of notification regarding the meeting time and place A B C D F N/A
2. Explanation regarding the purpose of the meeting A B C D F N/A
3. Usefulness of the information provided A B C D F N/A
4. Clarity of the information provided A B C D F N/A
5. Willingness to receive questions from the audience A B C D F N/A
6. Completeness of responses to questions A B C D F N/A
7. Concern shown for issues raised during the meeting A B C D F N/A
8. Match between the information presented and my expectations A B C D F N/A
9. Professionalism of the project team A B C D F N/A
10. Quality of the handouts A B C D F N/A
11. Quality of the exhibits A B C D F N/A
12. Amount of respect shown by the project team for different points of view A B C D F N/A
13. Overall satisfaction with the meeting A B C D F N/A

14. I am a(n):
☒ Interested Citizen
☒ Interested Business Owner
☒ Interested Homeowner
☐ Local Government Official
☐ State Official
☐ Other _____

15. The distance I live from the project site is:
☐ Less than 1 mile
☒ 1-5 miles
☐ 6-10 miles
☐ 11-15 miles
☐ 16-20 miles
☐ 21+ miles
☐ Don't Know

16. I heard about this meeting through (the):
☐ Newspaper Advertisement
☐ Newspaper Article
☐ TV Public Service Announcement
☐ Radio
☒ Word-of-mouth
☐ DOTD's Website
☐ Newsletter or Post Card
☐ Other _____

17. Please provide any comments to explain any of your answers above:



RECEIVED

AUG 06 2007

C. H. FENSTERMAKER & ASSOC.

CONSTRUCTION LAYOUT

QUALITY CONTROL

1301 Delhi Street, Bossier City, La. 71111
Telephone - (318) 220-0011 Fax - (318) 220-0010

Freddie B. Lindy, President

Hugh R. Pearson, P.E., P.L.S.

Charles Wornack, V.P.

Harrison J. Hannon, Jr., P.E.

August 2, 2007

C. H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

CERTIFIED MAIL RECEIPT

Attention: Mr. Dax A. Douet, P.E.

Re: S.P. No. 700-08-0129
F.A.P. No. D-0806 (504)
Bossier Parish

Dear Mr. Douet;

This is my second submittal of comments and supporting documentation regarding the study area of the proposed North-South Corridor (Swan Lake Road).

As of the date of this letter, there has been two public hearings; January 18, 2007 and July 24, 2007, and to the best of my knowledge, my concerns have been totally ignored, and I have not been furnished any public documents for this project, namely, a copy of the required environmental impact study and the cost/benefit analysis of the proposed alignments.

Please comply promptly with my requests that you personally promised me at the January meeting, ideally before the next and probably last public hearing scheduled for mid-September, 2007.

Sincerely,



Freddie B. Lindy

Cc: Mr. Bill Altimus, Bossier Parish Police Jury w/attachments
Mr. Joe E. Ford, Jr., P.E. Bossier Parish Engineer w/attachments
Mr. Michael Wainwright, Esq. W/attachments



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Alternate 2 is the best option. The
road needs to lead directly to Crouch Road.
Parks Road cannot handle any more traffic.

John Collier
318-965-2300

Please deliver form to a project representative or return by mail no later than August 3, 2007
addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



State Project No. 700-08-0129
F.A.P. No. DE-0806(504)
Bossier Parish North-South Corridor

PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

My concerns

- * Increased traffic and speed of traffic
- * We will lose several trees that we have maintained with an arborist
- * Losing agricultural land and country atmosphere
- * Need power system out in that area as well
- * as access to city water (this is in the works)
- *** Need stop light at Modica Latt + Swan Lake

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com



State Project No. 700-08-0129

F.A.P. No. DE-0806(504)

Bossier Parish North-South Corridor

PUBLIC COMMENT FORM

COMMENTS

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

I am concerned about losing 15 or more feet of my front yard. I have a large investment in a concrete circular drive. Will I be compensated for that investment? What about the loss of trees and landscaping? I am concerned about the loss of my front yard and the loss of the curb flower.

Thank you for considering my concerns.

Need stop light @ Madia. Hill & Swan Lake.

Please deliver form to a project representative or return by mail no later than August 3, 2007 addressed to:

Dax A. Douet, P.E.
C.H. Fenstermaker & Associates, Inc.
135 Regency Square
Lafayette, LA 70508

Email: dad@fenstermaker.com

Kathy McCallister
2366 Swan Lake Rd
BC 742-8280

APPENDIX C

Farmland Conversion Rating Form

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

318-473-7757
FAX: 318-473-7603

October 9, 2007

Mr. Brad Hamilton, P.E.
Vice President, Government Sector
135 Regency Square
Lafayette, Louisiana 70508

RE: Prime Farmland
Bossier Parish North-South Corridor

Dear Mr. Hamilton:

Please find the attached NRCS-CPA-106 Farmland Conversion Impact Rating for corridor type projects form with our agencies information completed. Corridor A, B, and C have a relative value of 72. Corridor D has a relative value of 87. The higher the relative value, the more important the soils are for prime farmland.

An office review for hydric soils was not done by this office. You indicated during your office visit that wetlands were addressed with the Corps of Engineers.

Please contact me if additional information is needed. I can be reached at 318-473-7789 or email charles.guillory@la.usda.gov.

A handwritten signature in blue ink that reads "Charles M. Guillory".

Charles M. Guillory
Assistant State Soil Scientist

Attachment

cc: Jerry Daigle, State Soil Scientist, Alexandria, Louisiana
Rick Adams, District Conservationist, Bossier City, Louisiana

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	10/4/07	4. Sheet 1 of 1
1. Name of Project		6. Federal Agency Involved		
Bossier Parish North-South Corridor		Federal Highway Administration		
2. Type of Project		6. County and State		
Highway expansion/construction		Bossier Parish, Louisiana		



PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B *	Corridor C	Corridor D *
A. Total Acres To Be Converted Directly	26	27	36	29
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres in Corridor	26	27	36	29



PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15	15	15	12
2. Perimeter in Nonurban Use	10	10	10	10	4
3. Percent Of Corridor Being Farmed	20	14	9	9	2
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	4	4	4	1
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	53	48	48	29

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	72	72	72	87
Total Corridor Assessment (From Part VI above or a local site assessment)	160	53	48	48	29
TOTAL POINTS (Total of above 2 lines)	260	125	120	120	116

1. Corridor Selected: CORRIDOR "B" & "D" *ALT. 2 REFERENCED IN EA REPORT	2. Total Acres of Farmlands to be Converted by Project: 64.5 "B" & "D"	3. Date Of Selection: FEB 1, 2008	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
---	---	--	---

5. Reason For Selection:
CORRIDOR "B" WAS selected for transportation efficiency and effecient system linkage. CORRIDOR "D" (called "SOUTHERN SECTION") in EA document is common to ALL three proposed CORRIDORS.

Signature of Person Completing this Part: *[Signature]* DATE: **02/01/08**
2/14/08

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX D

Bossier Parish Police Jury Adoption of Project Resolution


RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 7th day of May, 2007, that it does hereby commit that the parish will permanently maintain the entire North/South Corridor in Bossier Parish, State Project No. 700-08-0129- F.A.P. No. DE-0806(504).

The resolution was offered by Ms. Bennett, seconded by Mr. Darby. Upon unanimous vote, it was duly adopted on this 7th day of May, 2007.

CHERYL G. MARTIN
SECRETARY-TREASURER

JIMMY COCHRAN, PRESIDENT
BOSSIER PARISH POLICE JURY

This is to certify that this is a true and correct copy of an extract of the minutes of the Bossier Parish Police Jury Meeting held in the Bossier Parish Courthouse in Benton La. on the 7 day of May, 2008. Given under my hand and seal of the Bossier Parish Police Jury on the 19 day of May, 2008.

Secretary-Treasurer

RECEIVED

MAY 21 2008

C. H. FENSTERMAKER & ASSOC.

APPENDIX E

Corps of Engineers: Determination of Permit Requirements



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS

4155 CLAY STREET

VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

May 28, 2008

RECEIVED

JUN 05 2008

C. H. FENSTERMAKER & ASSOC.

Operations Division

SUBJECT: Determination of Permit Requirements - Northwest Louisiana Council of Governments, Proposed Swan Lake Road Widening and Crouch Road Extension, State Project No. (700-08-0129), Bossier Parish, Louisiana

Mr. Dax A. Douet
C.H. Fenstermaker and
Associates, Incorporated
135 Regency Square
Lafayette, Louisiana 70508

Dear Mr. Douet:

This is in response to your letter requesting a jurisdictional determination on the proposed roadway alternatives associated with the Bossier North/South Corridor Project. The project right-of-way alternatives are depicted on the enclosed map (enclosure 1).

Based upon the information provided, it appears that there are jurisdictional areas within the project boundary subject to regulation pursuant to Section 404 of the Clean Water Act. The approximate extent of wetlands and other waters of the United States within the boundary of the property described in your letter is depicted on the enclosed preliminary map (enclosure 2). Any work involving the discharge of dredged or fill material (land clearing, ditching, filling, leveeing, etc.) within the limits of the jurisdictional areas identified will require a Department of the Army Section 404 permit prior to beginning work. Please note that this jurisdictional determination is preliminary and should be used for planning purposes only. A final determination of permit requirements will be made upon your submission of a completed application, including project plans and final right-of-way alternative selection. For your information, I have enclosed a copy of an appeals form (enclosure 3).

For your convenience, I am enclosing a Department of the Army permit application package with instructions (enclosure 4). Your application for any proposed work in wetlands or other waters of the United States should be submitted at least 120 days in advance of the proposed starting date. To expedite the evaluation process, please refer to Identification No. MVK-2007-1387 when submitting the application.

The Vicksburg District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete the Customer Service Survey found on our web site at <http://per2.nwp.usace.army.mil/survey.html>, or if more convenient, complete the enclosed survey form (enclosure 5) and return it in the envelope provided.

If you have any questions, please contact Mr. Robert Ulmer of this office, telephone (601) 631-5637, fax (601) 631-5459 or e-mail address: regulatory@usace.army.mil.

Sincerely,

for *Charles R. Allard, Jr.*
Kenneth P. Mosley
Chief, Enforcement Section
Regulatory Branch

Enclosures

FIGURE 1



0 2,500 5,000 10,000 15,000
Feet

PROJECT ALTERNATIVES

SP No. 700-08-0129 - F.A.P. No. DE-0806(504)
North-South Corridor
Bossier Parish, Louisiana

July 2007

enc (1)

Jicksburg District, CE Preliminary JD

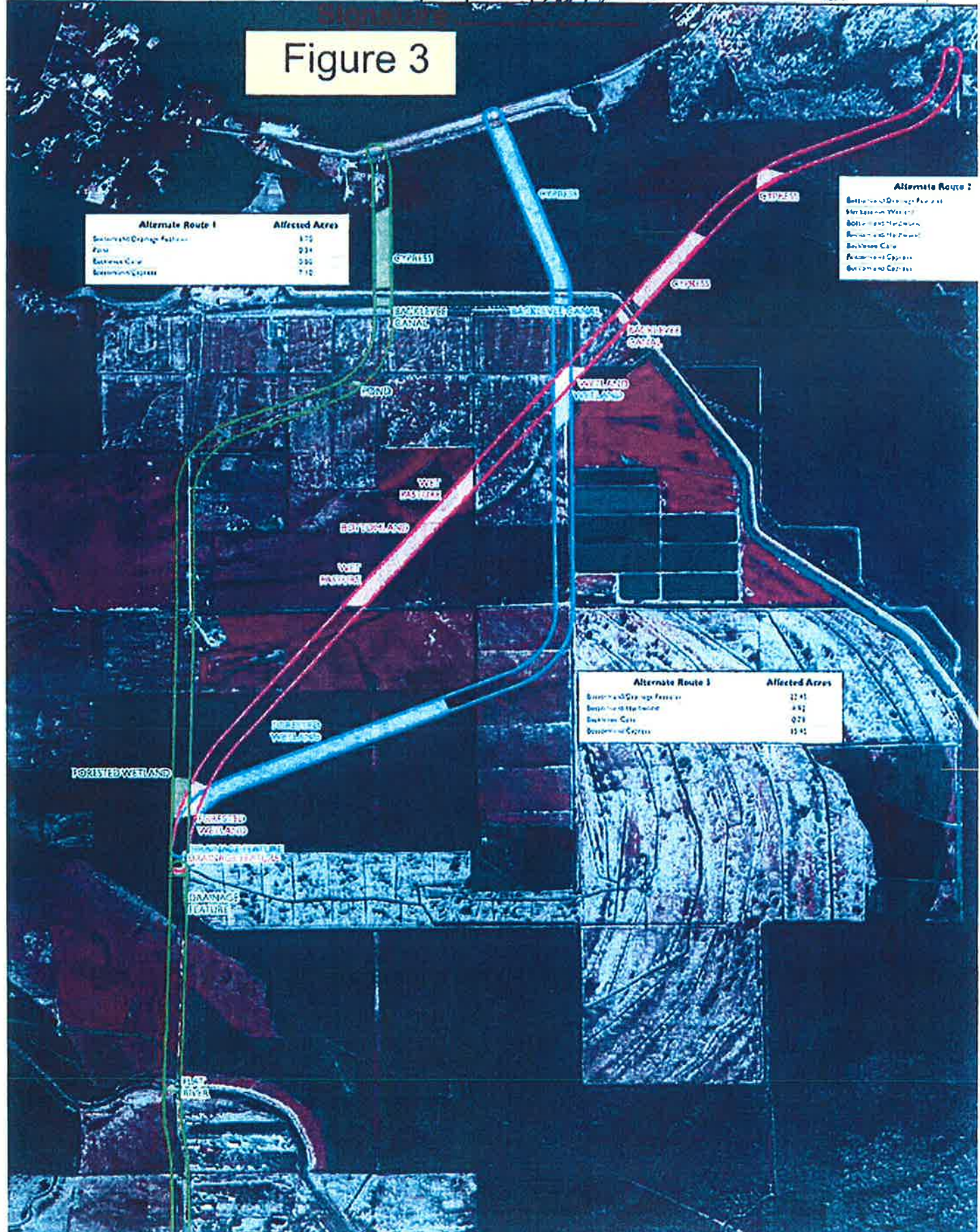
ID# MVL-2007-1387

Date 5/28/08 04/11

Signature _____



Figure 3





Bossier Parish
North - South Corridor

ENC 2B

APPENDIX F

Cross Point Baptist Church Letter of Cooperation

Cross Point Baptist Church

Phone: (318) 965-2959

***P. O. Box 187
Benton, LA 71006-0187***

Fax: (318) 965-9997

Come Worship with us at: Stockwell Place Elementary School

June 16, 2008

Mr. Dax Douet
C H Fenstermaker & Associates
135 Regency Square
Lafayette, LA 70508

RE: Bossier North/South Corridor Project

Dear Mr. Douet:

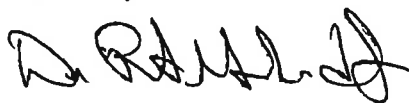
When you met with representatives of our church, we understood that the following items will occur in the future along our section of Swan Lake Road:

1. The road would be moved east approximately 60' from current markings making it on or very close to our property line.
2. We would be guaranteed an entrance and an exit on the east side of our property on to the new road.
3. All lands and right-of-ways needed for the road, as well as any land which will be on the east side of the new road once completed, would be purchased at the fair market value of the land at the time of purchase.

We also hope that the work on the road would not be delayed any more than two years from the time of the meeting with you as we are situating our new church building with the front towards what will be the NEW road rather than the old road, leaving our building facing backwards until that time. I'm sure you realize this is not the best scenario for us.

Thank you for your time and co-operation in this matter. Please contact us immediately if this is not the same understanding contained in your plans.

Sincerely,



Dr. Raymond A. "Tony" Meinhardt
Pastor

APPENDIX G

References

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